

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	4,363 tons	Captain H. D. Jones.
"POWAN"	3,280 "	" R. D. Thomas.
"FATSHAN"	3,280 "	" W. A. Valentine.
"HANKOW"	3,073 "	" C. V. Lloyd.
"KINSHAN"	1,995 "	" J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 A.M.
Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 1,388 tons, Captain J. Willox.
S.S. "NANNING" 1,590 tons, Captain C. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M., calling at Yunkai, Mahoning, Kumchuk, Kau-Kong, Samshui, Howlik, Shih-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$15.00.
Canton to Tak Hing, Single \$12.50, Return \$21.00.
Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" 1,388 tons, Captain B. Branch. S.S. "SANUI" 1,388 tons, Captain H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shih-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

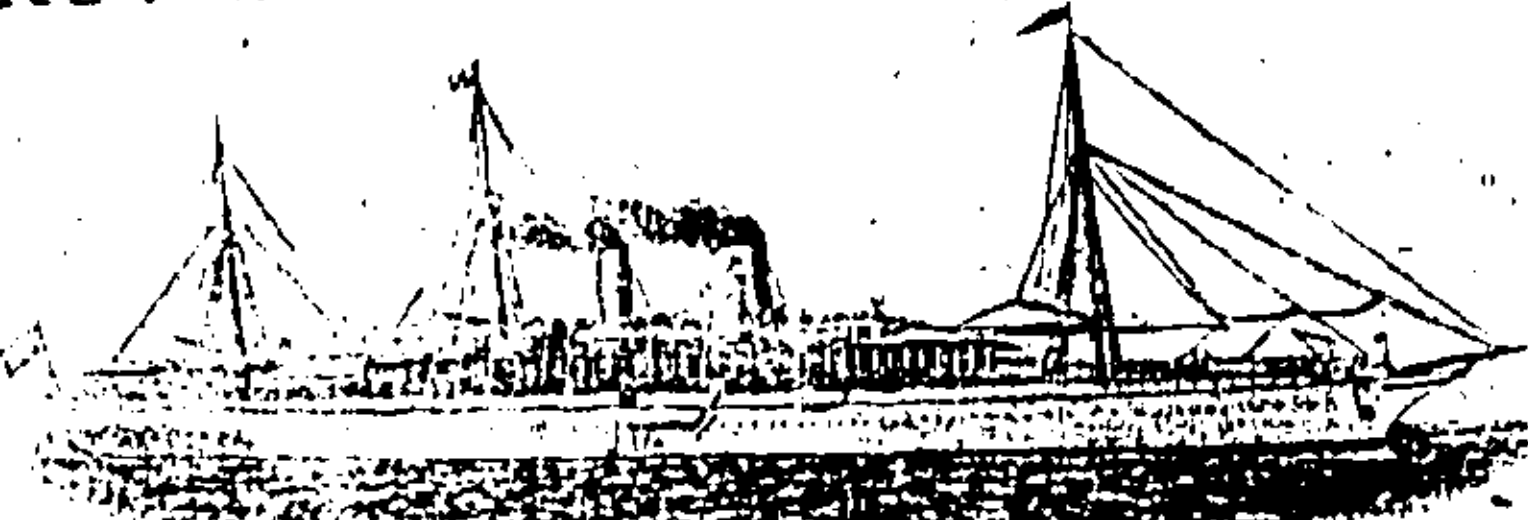
HONGKONG-KONGMOON LINE.

S.S. "TAK HING" 1,388 tons, Captain R. Biers. S.S. "HONGKONG" 1,388 tons, Captain Maxfield.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
FARES:—Hongkong to Kong Moon, Single \$6.00.
Hongkong to Kumchuk, Single \$7.00.
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	2,440 Tons	WEDNESDAY, 24th May.
"EMPEROR OF CHINA"	6,000 "	WEDNESDAY, 31st May.
"EMPEROR OF INDIA"	6,000 "	WEDNESDAY, 21st June.
"TARTAR"	4,425 "	WEDNESDAY, 5th July.
"EMPEROR OF JAPAN"	6,000 "	WEDNESDAY, 12th July.

Hongkong to London, 1st Class, via St. Lawrence £66. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail, " " £40. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 10th May, 1905. D. E. BROWN, General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENEGAMBIA	HAVRE and HAMBURG.	28th May. Freight.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO).	
G. FERD. LAEISZ	HAVRE and HAMBURG.	12th June. Freight.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).	
BRISGAVIA	HAVRE and HAMBURG.	28th June. Freight.
Russ	(Calling at S'PORE, PENANG & COLOMBO).	
SITHONIA	HAVRE and HAMBURG.	12th July. Freight.
Hildebrandt	(Calling at S'PORE, PENANG & COLOMBO).	
ACILIA	HAVRE and HAMBURG.	26th July. Freight.
Albers	(Calling at S'PORE, PENANG & COLOMBO).	
NUBIA	NEW YORK VIA SUEZ.	2nd June. Freight.
Habel	with liberty to call at the Malabar coast.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

D. NOMA, TATTOOER, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other. My composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Price, Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
Also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PRINZEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAVERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINCESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 24th day of May, 1905, at Noon, the Steamship "ROON" of the NORDDEUTSCHER LLOYD, Captain C. Meiners, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port at above. Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 22nd May, Cargo and Specie will be received at the Agency's Office until 5 P.M., on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 23rd May. Bills of Lading for Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,301	TUESDAY, 30th May.
WILLBAD	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain L. Long, with Mails, Passengers and Cargo, will leave this Port at above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMER ABOUT

KOBE & YOKOHAMA	WILLBAD	TUESDAY, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 24th May.
KOBE & YOKOHAMA	DARMSTADT	WEDNESDAY, 7th June.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th May, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 10 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 5.00 p.m.	Every 10 minutes.
NIGHT CARS.	
8.45 p.m. and 9 p.m.	Every 15 minutes.
9.45 p.m. to 11.15 p.m.	Every 10 minutes.
SUNDAYS.	
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS as on Week Days.	
SATURDAY.	
Extra cars at 11.30 and 11.45 p.m.	

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 29th December, 1904.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 101, HOUSE ROAD.

[S] low in a position, in his New and Commodious Premises, to eclipse, as heretofore, all PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality.

Hongkong, 12nd September, 1905.

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREA and O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES and REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆.

CABINET-MAKER and ART DECORATOR, from Shanghai, has opened a FURNITURE STORE.

No. 45, DES VOEUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co., Ltd. ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED. Hongkong, 6th December, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. U. (4th).

Yokohama, May 11th, 1905.

C. W. MEAD, C.E., President and Shanghai Manager. N. M. HOLMES, C.E., Vice-President and Hongkong Manager. A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.
Railway, Hydraulic, Mining and Sanitary Engineering. A Speciality made of Reinforced Concrete and Concrete Piles. Examinations, Surveys, Reports and Estimates. On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus. NO PUMPS. NO HOSE. NO AUTOMATIC. Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time. SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet. IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" Always ready for immediate use. Destroys all smoke. Requires only one hand to hold. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Maximum of Simplicity and Effect. Hongkong, 10th May, 1905.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Maximum of Simplicity and Effect. Hongkong, 10th May, 1905.

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Intimations.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS—

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NEW
LACE
AND
MUSLIN
CURTAINS.

DAINTY
UPHOLSTERING
AND
ART FABRICS.

LAMP
SHADES!!!
CANDLE
SHADES!!!

ELECTRIC-
LIGHT
SHADES!!!
DAINTY
AND
ELEGANT,
Prices from 50 cts. to \$27.50 each.

A Splendid Variety of
CROCKERY,
comprising
TOILET SETS,
DINNER SERVICES
JUGS,
CUPS & SAUCERS
&c., &c.

and
A Selection of
DAINTY GLASS
FLOWER
VASES.
&c., &c., &c.

Wm. POWELL, Ltd.
HONG KONG.

Hongkong, 8th May, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,

ON
WEDNESDAY AND THURSDAY,
the 24th and 25th May, 1905, at 10 A.M., each
day, at H. M. NAVAL YARD,
SUNDRY NAVAL VICTUALING,
OBSOLETE AND CONDEMNED STORES.

Comprising—
FIXED OVERHANGING SHEERS, complete with CHAINS and BLOCKS and capable of lifting 20 tons—Test load 30 tons. ELECTRIC CABLE, MACHINE VENTILATING, BRASS, COPPER, IRON, MANGANESE, BRONZE, PAPER, STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, &c.

Catalogues will be issued.
TERMS OF SALE:—As customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 17th May, 1905. [567]

IN THE SUPREME COURT OF
HONGKONG.

ORIGINAL JURISDICTION.

ACTION No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION.

BY Order of the Supreme Court of Hongkong,

VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria in the Colony of Hongkong,

on

THURSDAY,

the 25th day of May, 1905, at 3 o'clock P.M., at

Messrs. HUGHES & HOUGH'S SALES ROOMS,
Des Vaux Road Central.

All that right of EQUITY of REDEMPTION of and in all those portions of Marine Lot No. 225, which are registered in the Land Office as Subsections Nos. 3, 4, 5, and 6 of Section 12 of Marine Lot No. 225, and which said Pieces or Parcels of Ground contain by measurement in the whole 5,742 square feet and are more particularly delineated on the Plan thereof annexed to an Indenture of Assignment dated the 31st December, 1888, and registered in the Land Office by Memorial No. 16,678, with the dwelling houses known as Nos. 3, 5, 7 and 9, Tung Loi Lane, and Nos. 10, 12, 14, and 16, New Market Street, Victoria, aforesaid and are held from the Crown for the residue of a term of Nine hundred and Ninety-nine years granted by a Crown Lease dated the 14th day of December, 1878. Annual proportion of Crown Rent \$100.37.

For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Plaintiffs in the above action who have the conduct of the said Sale,

or to
Messrs. EWENS & HARTSON,
Solicitors for the Defendant LI TSUNG TAK, otherwise known as LI PO LUN, the Defendant in the said Action,

or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.
Dated the 13th day of May, 1905. [561]

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by
PUBLIC AUCTION,

ON

MONDAY,

the 12th day of June, 1905, at 3 P.M., at their

Sales Rooms

The following

VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria, in the Colony of Hongkong,

viz:—

All that PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 6091, Area 37,015 square feet or thereabouts. Term 99 years. Annual Crown Rent \$74.40 together with the message thereon, known as "Greenmount," Bonham Road, Victoria, aforesaid.

For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Vendor's Solicitors,
or
Messrs. HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th day of May, 1905. [560]

Notice of Firm.

NOTICE.

THE Interest and Responsibility of Mr. HART BUCK in our Firm CEASED on the 1st May, 1905.

JOHN D. HUMPHREYS & SON.

Hongkong, 17th May, 1905. [569]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 12nd April, 1898.

THE NEUTRALITY QUESTION.

AN EXTREME OPINION.

The question of the alleged violation of her neutral obligations by France is still attracting the attention of the Japanese. A dispatch to the *Asahi* gives the following as the opinion of "a certain Tokyo authority on the law of nations":

"Recently the French Government gave an assurance, in answer to a protest of the Japanese Government, that the Russian squadron would no longer be allowed to violate the neutrality of France. The French Government has not carried out its promise. There is no question that French possessions in Indo-China are placed at the disposal of the Baltic squadron to enable the Russians to prepare for action. There is no use to make further protest in word or writing, and the Japanese Government is now entitled to take the course it thinks fit. Strong action should be taken against France. The law of nations provides examples of retaliation even in times of peace. Measures for retaliation can be taken when one country occupies any part of the territory of the other without due reason, interferes with the domestic administration, or violates neutral or Treaty obligations. Methods of retaliation are to seize property held by the Government or subjects of one party in the dominions of the other, cut off means of communication or navigation by vessels, expel the subjects of one party from the dominions of the other, prohibit the landing of the subjects of the other party, or suspend the operation of Treaties. A striking instance of the seizure of shipping is furnished by the action of Great Britain. In 1839 the Chilean Government ignored an Agreement made with the British Government, and gave a sulphur monopoly to France. Great Britain repeatedly protested against this, but no notice was taken by Chile. The British Government then authorised the Mediterranean Squadron to seize all Chilean vessels at sight. Another instance is also furnished by the history of Great Britain. In 1860 the British steamer Prince of Wales was wrecked on the Brazilian coast, when the cargo of the steamer was plundered. The British Government demanded an indemnity of £3,700, which Brazil refused to pay. The British then seized five Brazilian merchant vessels when at sea off Rio de Janeiro. Such instances are numerous. The causes of this drastic action were only trivial and occurred in times of peace.

"But France has repeatedly violated her neutral obligations in the present war, and has materially injured the welfare of Japan. At the present moment it is essential to inflict some punishment on France in order to lead her to reconsider her action. As the mildest way to do this, it may be recommended that all the Chambers of Commerce of Japan should enter into joint action and suspend business with the French, or discontinue the purchase of French goods until the solution of this question. But this course is too mild in dealing with the present case. The most appropriate course is to seize any French vessel on sight not only in Japanese territorial waters, but at sea as far as within the reach of the Japanese sea power. There is no need of giving notice to France. She would, of course, be entitled to make it a cause for war, and Japan would only take such a course in anticipation of hostilities with France. It would be necessary to inform Great Britain previously of the decision of the Japanese Government to take action. But the question of taking action against the Russian squadron on the coast of French India can be decided by the Japanese Government without referring to any other Power."

THE MAKING OF MEN.

Courage or lack of it,
Work and the knack of it;
Grit or the need of it,
Haste and the speed of it;
Purpose or none of it,
Life, what is done of it,
Work or the fun of it,
Maketh a man.

Luck and the trust of it,
Wealth and the lust of it,
Hate and the sting of it,
Youth and the fling of it,
Ease and the lap of it,
Chance and the hap of it,
Vice and the snap of it,
Breaketh a man.

Dress and the care of it,
Cheer or a share of it,
Speech or abuse of it,
Tact and the use of it,
Frustr and the care of it,
Worth and the wear of it,
Do and the dare of it,
Marketh a man.

Do, not the brag of it,
Up with the flag of it,
Life, not the fear of it,
Taste the good cheer of it;
Time or the waste of it,
Will, try the taste of it;
Work, that is graced of it,
Maketh a man.

—New York Times.

It is reported on the best authority that the wedding of Princess Margaret of Connaught will take place at Windsor Castle towards the end of July. The Prince is returning to Sweden on Friday, and before going to Stockholm he is to visit and inspect the charming castle of Soppo, on the sea coast, where the honeymoon is to be spent. The announcement of the royal betrothal was made in the Court Circular of 25 Feb., with its accompanying statement that the impending marriage had the King's entire sanction and approval. The news of the betrothal gave the greatest satisfaction throughout Sweden, where the young Prince, who is the grandson of the much-beloved ruler of the Scandinavian countries, is very popular.

Consignees.

NOTICE.

S.S. "HEATHBANK" FROM CARDIFF.

CONSIGNEES and/or Owners of the Coal cargo per above Steamer are hereby notified that the cargo is being landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at the risk and expense of the Consignees and/or Owners of the cargo.

Consignees and/or Owners of the said cargo are also hereby notified that, before delivery can be obtained, an Average Bond must be signed and a deposit paid on the value of the cargo for contributions to General Average.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th May, 1905. [573]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HYADES,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, SHANGHAI
AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 16th May, 1905. [18]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Britannia*.
From Australia, ex S.S. *Mohavia*.
From Calcutta, ex S.S. *Syria*.
From Persian Gulf, ex I.L.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 18th May, 1905. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 15th May, 1905. [2]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S. *Bosphore*, and from Havre, ex S.S. *Dordogne*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after TUESDAY, the 23rd May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd May, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 23rd May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 16th May, 1905. [7]

Consignees.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., SATURDAY, the 20th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 19th May, 1905. [578]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 17th May, 1905. [570]

FROM ROTTERDAM, ANTWERP,
PENANG AND SINGAPORE.

THE Steamship

"HELENE MENZEL,"

Captain Auer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 17th May, 1905. [571]

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"BRISGAVIA,"

Captain C. A. Russ, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 17th May, 1905. [572]

Intimations.



QUEEN'S COLLEGE.

COLLEGIATE COURSE.

STUDENTS will have the choice of attending either the COMMERCIAL or the SCIENTIFIC COURSE.

For detailed Prospectus, apply to—

HEAD MASTER,
Queen's College, Hongkong.

Hongkong, 16th May, 1905. [565]

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

A BRANCH REGISTER OF MEMBERS of this Company on the EASTERN REGISTER has this day been established under The Companies (Colonial Registers) Act 1883 and will be kept at the Office of the Undersigned who are duly authorised to exercise all the powers of the Directors of the Company in relation to transfer of Shares entered in such branch register.

Dated this First day of May, 1905.

BRADLEY & Co.

Intimations.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

WAMPOL'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world.



Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, GALNEWILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [579]

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,
General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND STOUT"

is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND ST

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

**WINE AND SPIRIT
MERCHANTS.**

ALEXANDRA BUILDINGS.

SHERRY.

The following Brands are recommended
as high-class Wines of superior quality.

- B. SUPERIOR PALE DRY, Dinner
Wine, Green Seal Capsule \$12.00
- C. MANZANILLA, PALE NATU-
RAL SHERRY, White Capsule 13.50
- CC. SUPERIOR OLD PALE
DRY, NATURAL SHERRY,
Red Seal Capsule 16.00
- D. VERY SUPERIOR OLD PALE
DRY, Choice Old Wine, White
Seal Capsule 18.00
- E. EXTRA SUPERIOR OLD
PALE DRY, Very Finest Qual-
ity (old bottled), Black Seal
Capsule 27.00

"D" AND "E" ARE FAVOURITE
WINES ALL OVER THE FAR EAST,
AND ARE SPECIALLY RECOM-
MENDED.

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS,
Hongkong, 20th May, 1905. [32]

JOHN ROBERTSON & SON, LD.

J. R. D.

WHISKIES WHICH WE SELL

HAVE BEEN AWARDED

GOLD & SILVER

MEDALS,

AT THE

CAPE TOWN INDUSTRIAL

EXHIBITION.

DOES THIS PROVE OR NOT THAT

WE SELL ONLY THE BEST?

GREGOR & Co.,

WINE MERCHANTS,

HONGKONG.

Hongkong, 10th May, 1905. [33]

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 20, 1905.

NEUTRALITY AT SHANGHAI.

The Chinese authorities at Shanghai have awakened with a start to a correct apprehension of the meaning of neutrality. The approach of the Russian fleet has evoked a reminder from the Japanese consul at Shanghai that any Chinese subject providing either of the belligerent Powers with provisions, coal, or other articles of contraband are violating the neutral conditions. The Taotai of Shanghai, wisely afraid that any lapse on his part may bring down upon his devoted head the combined wrath of his immediate superior and of the Government, has, in characteristic fashion, discovered a way out of the difficulty which is as ingenious as it is humorous. According to our Shanghai correspondent, the Taotai has besought the Viceroy to request Sir Robert Hart to instruct the Commissioner of Customs at Shanghai to appoint a special official—who will doubtless be told to command others—to inspect the godowns and storerooms of Shanghai in search of concealed contraband of war. The Circumlocution Office itself could not have gone about the matter in a more satisfactory way. But the point is that the Taotai throws all the burden of maintaining neutrality on the Customs, and would require them to perform a duty compared with which the task of Sisyphus was simplicity itself. Were the Viceroy able to convince Sir Robert Hart that the Taotai's scheme was a sound and sensible one, and were Sir Robert to issue the necessary orders, then the Taotai would be free to bask in the reflection that responsibility could never attach to him should the conditions of neutrality be broken. On the other hand, he could claim in the event of success that it was due to his great and beautiful idea that China's neutrality, so far as Shanghai is concerned, had been preserved. Unfortunately, like most unique and original schemes, there is a flaw in it. By what right could the Customs officials forcibly enter the godowns and storerooms of Shanghai merchants in search of contraband? And, even if they were allowed free admission and found the contraband staring them in the face, what could they do? An article of contraband is contraband only when it is in course of despatch to a belligerent power. It might bear the most vicious of contraband names, but so long as it reposes peacefully in the cellars of a neutral godown it is simply merchandise which can be dealt with by neutrals at their own sweet will. Even a Russian in Shanghai might have a houseful of articles to which under certain circumstances the term "contraband" might be applied, but so long as he dealt with neutrals neither his business nor his goods could be interfered with in the slightest respect. If there is a different interpretation of the law of contraband it would be interesting to hear it; but from a layman's point of view—and we are all up in the law, nowadays, just as our forefathers were done at theology—the idea of contraband in neutral godowns is a contradiction in terms. It would therefore seem that the plan of the worthy Taotai whereby he thought to divest himself of all responsibility must prove a sort of added egg. Still, some sympathy must be expressed with the unfortunate Taotai in the difficult position which he occupies. Harassed on the one side by his Viceroy, impatient where the foreign settlements are concerned, harried by the fear of what Rodjstvensky may do, lectured by the Japanese Consul-General at Shanghai, and, it may be, threatened, *in camera*, by the Russian representative, the Taotai's life is not a happy one at present. It was only the other day that the Viceroy Chou Fu wrote to the Taotai giving instructions that "strict neutrality shall be observed and provision made against any possible breach of the same, and that there shall be no negligence on the part of the Taotai in carrying out these instructions." Here was an order which the commander-in-chief of a field force and an admiral of the fleet with a squadron at his back might have found difficult in carrying into effect. The versatile Taotai, however, promptly passed on the instructions to the commander of the Woosung forts and other native garrisons in his jurisdiction. So that problem was solved. Then the Japanese Consul-General wrote saying that he wished the Taotai "to warn all the Maritime Customs, native customs and like stations as well as the native camps and district magistrates and others to investigate if there is any person who sells coal or provisions and other supplies to the said Russian Fleet so as to preserve neutrality." The Taotai immediately wrote to his subordinates ordering them to investigate the matter and if there was any such trade to stop it. Thereafter the Taotai came by his brilliant idea to shift the onus of preserving neutrality upon the Customs department, but it is to be feared that his suggestion is not likely to be accepted. All this, however, goes to show that the Chinese authorities are realising the

responsibilities of their position, and are endeavouring, somewhat crudely and ineffectively perhaps, to preserve their neutrality. It may possibly happen that they will never be called upon to prevent supplies reaching the Russian squadron, and in that case everybody will be satisfied; but it is to be feared that if Rodjstvensky hints a desire to obtain supplies from Chinese merchants it will be a difficult matter for the Taotai, in spite of all his precautions, to prevent a stray junk here and there from joining the fleet and reaping that rich reward which adventurous spirits are believed to obtain from the Russians.

LOCAL AND GENERAL.

THE name of Mr. A. R. F. Raven has been added to the list of authorized architects in the Colony.

THE Canadian Pacific Railroad Company's s.s. *Empress of Japan* left Yokohama on 19th inst. for Victoria and Vancouver.

MESSERS. D. McHardy and George Sim have been appointed sanitary inspectors under the Public Health Ordinance.

LIEUT. W. J. Gresson has resigned his Commission in the Hongkong Volunteer Troop on his departure from the Colony.

A VARIETY concert will be given to-night by the R.E.V.C. at Wellington Barracks commencing at 8.30 p.m. From the attractive nature of the programme it may be anticipated there will be a large attendance at the concert.

THE Governor has appointed Mr. Cecil Clementi to be assistant land officer for the New Territories. Mr. Clementi will at the same time perform the duties and exercise the jurisdiction of a police magistrate within the New Territories.

PROGRAMME of music to be performed by the Band of the 2nd Royal West Kent Regt., on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.:

"Grand March," "Pomp and Circumstance," "Elgar Overture to," "Tancrède," "Rossini Selection from," "The Bohemian Girl," "Halle Spanish Serenade," "La Paloma," "Wagner Three Dances from," "Nell Gwynn," "German Selection from," "Bohème," "F. Godfrey God save the King."

IN reference to our special telegram from Kwangchow published on Thursday last, the following item clipped from a northern paper will be read with interest:—It is stated that the French minister to Peking has paid a visit to the Waiwupu and told the Board that as the Baltic Fleet is proceeding north the French authorities will send some of the French Fleet to Hsiaolanwan, Luchow and Tungshaitao off Kwangchow-wan in order to preserve neutrality there.—The Shenpao.

INTERESTING LECTURE

ON THE "ALBION."

On Thursday last, a most interesting lecture was delivered on board H.M.S. *Albion*, now lying in Hongkong harbour, by an Intelligence Officer of His Majesty's Navy. The lecturer had for his subject—"Port Arthur before and after the Fall," and illustrated it with numerous lantern slides which were projected on a screen by limelight. His Excellency Admiral the Hon. Curzon-Howe was amongst those present at the lecture. The speaker dealt with the subject exhaustively, furnishing a full description of the naval and military defences as they appeared shortly before and immediately after the final assault by the Japanese on the Russian stronghold. The position of the naval vessels, which were sunk at the mouth of the harbour of Port Arthur, and the effect of the Russian shells from the 103-Metre Hill and other strategic points were clearly described and their value enunciated from a technical point of view. It is the opinion of all those who had the good fortune to be present at the lecture that a perfect impression of what the conditions were and what they have been since the date of the lecturer's observations, was gathered by those who listened to the gallant officer on Thursday evening. A hearty vote of thanks was accorded the lecturer at the conclusion of his address. It may be mentioned that in another column we give a description of the shattered Russian fleet at Port Arthur as viewed by the correspondent of the London Times.

MURDER AND SUICIDE AT SAIGON.

News of a terrible crime committed at Saigon appears in the latest Indo-China papers. A young man named Goutas murdered his mistress by shooting her with a revolver and then turned the weapon against himself, committing suicide. The correspondent of *L'Avenir du Tonkin* states that Goutas was 24 years old, and resided with his mistress in a little house in Saigon. About eleven o'clock, at night the native cook and servant heard the repeated firing of a revolver and ran into the street in alarm. When assistance was brought it was found that Goutas had fired no less than nine shots at the woman, eight of which had taken effect. The bullets had pierced the head, breast and left side of the unfortunate woman. Goutas had afterwards, apparently, turned the revolver against his forehead, the bullet penetrating the brain. At the inquest a letter, which had been found in house, was read. It ran: "Adieu, I die. Pierre." In a postscript, Goutas left all his belongings to his sister. The cause of the tragedy is unknown, but it is believed that Goutas received an anonymous letter alleging inconsistency on the part of his mistress. Goutas was well-known in Saigon and highly esteemed.

HOMeward BOUND.

GOD-SPEED TO THE "DIU."
(From a Correspondent.)

H.M.S. *Barfleur*,
at Port Said, 22nd April, 1905.
We left Perim Island at 6 p.m. on 16th inst., after taking in 400 tons of coal and encountering variable breezes and moderate seas, making a very pleasant passage. In fact, H.M.S. *Vengeance*'s ship's company have had all that was wished them, namely, a *bon voyage*, and also a quick one for economical steaming which averaged eleven knots good. On Monday, 17th inst., at 2.30 p.m., we sighted H.M.S. *Diadem* steering S.E.E., distance about 250 miles to N.W. of Perim Island. On the following day about 1.30 p.m. our ship overtook and passed the Portuguese sloop *Diu*, homeward bound from Hongkong. She had left Colombo several days before this *Barfleur* and evidently made a very good passage for a ship of her class. She left Hongkong about a week before the *Vengeance*. Our captain signalled her when about 27 miles to N.W. of Perim by international code, wishing her God-speed and fair weather. We arrived at Suez this morning at 6.30 o'clock and after waiting for pilot to come on board, which took place at 9.45 we at once entered the Canal and proceeded through at the regulation 5 knots per hour, not having to gear up at all. We used our own electric searchlights one each side of the forebridge, arriving at Port Said just after midnight, and are now busily engaged taking in 950 tons of coal. We expect to get underway at about 4 p.m. to-day for Malta.

HONGKONG POSTAL WORK

IN 1904.

The report of the Postmaster General on the working of his department for the past year is printed in the current issue of the *Gazette*, and reads as follows:—

MAILS.

Mails were closed during the year for 126 different offices of exchange, and the increase in the number received and despatched is shown in table A. The number of articles posted in the various pillar boxes was 66,746, as against 47,110 for the previous year.

Registered mails were contained in bags, packets and boxes, as follows:—

	Bags.	Packets.	Boxes.
Received 1904	13,576	6,663	4,724
1903	11,615	5,455	3,920
Increase	1,961	6.8	804
Despatched 1904	13,167	6,368	6,477
1903	11,770	4,684	3,972
Increase	1,397	2,284	2,435

The number of registered articles and parcels handled in the General Post Office, Hongkong, shows the very considerable increase of 68,498 over the previous year. The average number handled on each working day is 1,914 or 219 more than last year. A Parcel Post Convention concluded with the United States of America came into force at the beginning of the year, and 1,700 parcels were dealt with under it.

REVENUE AND EXPENDITURE.

The statement of revenue and expenditure shows a balance in favour of the Post Office of \$91,702.36. The decrease in the revenue from the sale of stamps is due to the fact that stamps for general revenue purposes are now sold exclusively by the Post Office. A sum of \$124,284 has been transferred to other heads of general revenue under which fees and duties are paid in stamps. The decrease in unpaid postage is only apparent; certain official mails previously prepaid in cash, which was brought to credit under this head, are now prepaid in stamps. The principal savings in expenditure are due to the higher rate of exchange prevailing during the year.

Books containing stamps to the value of \$1 were available from 1st January, 1901, and were purchased to the number of 3,040. Postage envelopes, though very convenient, are not in great demand.

MONEY ORDER BRANCH.

Details of the business done are attached. There are increases in orders in sterling, gold and silver dollars, and decreases in gold dollars and rupees. Both British and local postal notes show an increase. British postal orders are now cashed in Hongkong and at the British agencies. The limit for single money orders has been raised from £10 or \$100 to £40 or \$400. A direct exchange of money orders has been arranged with the Transvaal Post Office.

DEAD LETTER OFFICE.

38,229 articles were dealt with, 24,771 being returned from Hongkong to other administrations and 13,458 being received from other countries. There was found in 66 unregistered letters opened in the Dead Letter Branch and returned to their several senders; silk handkerchiefs, a lady's bodice, silver curios, Imperial postal orders amounting to £21.4.0, bank notes, cheques, Bank of China notes and money orders representing in those drawn in sterling a sum of £677.7.0, and those drawn in local currency \$235.45. A large number of letters received in this branch, owing to the absence both of address and name of sender, could not be returned and were therefore destroyed; particularly was this the case with letters written in Chinese. The return of correspondence to senders in the Navy and Army would be much facilitated if the sender's name, rank and ship or regiment appeared thereon.

GENERAL.

Owing to labour difficulties at Marseilles the mails which should have arrived by French steamers were brought on by other lines, on the following occasions:—On the 5th October, 1904, by the *Capri*, on the 18th October by the *Maria Victoria*, and on the 1st October by the *Gregory Apar*. The mails despatched from London by French packet on the 21st April, 23rd May and 8th July were owing to breakdowns brought to the Colony by the P. & O. s.s. *Ballaarat* and *Nankin*, and s.s. *Catherine Apar*. The last mentioned mail had in the first instance been transferred at Colombo to the German mail *Prins Heinrich*, but that boat not being able through an accident to proceed further than Singapore transferred there both her own mails and those of the French packet. The mail despatched from London on the 15th March by the German packet s.s. *Oldenburg* was transferred at Aden to the P. & O. mail packet and reached Hongkong on 22nd April by the P. & O. s.s. *Cherson*. A mail for Manila was placed on board the s.s. *Lepail* on 19th December, but the steamer has not since been heard of.

"STAR" FERRY COMPANY.

The report of the directors of the "Star" Ferry Company, Ltd., to be presented to the shareholders at the seventh annual meeting to be held next Saturday, states that the net earnings of the boats, after paying all working expenses, were \$56,692 as compared with \$55,684 in the previous year. The balance at the credit of the company is \$13,312 which is proposed to appropriate as follows: directors' and auditors' fees, \$1,100; dividend of 18 per cent, \$27,000; write off boats, \$9,283; transfer to reserve fund, \$5,000; carry forward to new account, \$919.

NAVAL NOTES.

U. S. COMMANDER-IN-CHIEF.

Cavite, May 15.—Rear-Admiral George Cook Reiter has been ordered to the Asiatic Station to assume command of the Philippine Squadron. Rear-Admiral Reiter sailed from San Francisco May 3, on the *Ko'ea* and is expected to arrive in Cavite about June 5; when he will immediately assume the duties assigned him, holding his flag on the *Rainbow*. It is not thought that there will again be three admirals on this station. Both Admiral Folger, late commander-in-chief, and his successor, Admiral Train, have invited the attention of the navy department to the practical uselessness of having the Asiatic fleet divided into three squadrons, each requiring an admiral in command. The Philippine squadron is composed of gunboats, colliers and supply vessels, the principal duty of the commander of that squadron being his jurisdiction over the Cavite and Olongapo naval stations. This leaves but a moderate-sized squadron under the direct command of the commander-in-chief, and it is the division of these vessels which is objected to. Rear-Admiral George Cook Reiter was born in Mount Pleasant, Pa. He graduated from the United States Military Academy in 1865; was promoted ensign December 1, 1866; master in 1868; lieutenant commander in 1880; commander 1890; and captain in 1899. In February, 1901, he was assigned to the command of the battleship *Albatross*, when that vessel was placed in commission.—*Cablenews*.

U. S. BATTLESHIP TO BE DOCKED.

The battleship *Ohio*, which recently arrived on the station, will leave shortly for Hongkong where she will be fitted with accommodations for the flag offices for the commander-in-chief. Admiral Train will probably await her return before transferring his flag to her.

ALLEGED CONTRABAND OF WAR.

"PARTHENIA" CREW REFUSE DUTY.

The following report is taken from the *Singapore Free Press* of the 11th inst.:—Before Captain Boldero in the Marine Court this morning Captain W. Stitt of the s.s. *Parthenia* prosecuted twelve of the European crew of the steamer for wilful disobedience. Inspector Dooley prosecuted and Mr. T. Dudley Parsons defended.

Captain Stitt said that at 6 o'clock this morning as the ship was about to leave the wharf eleven firemen and one seaman refused duty. They stated that they refused to go in the ship unless they got a bonus of £15 each on the ground that the cargo was contraband of war. The cargo, Captain Stitt stated, consisted of petroleum from Philadelphia for Higo, Japan.

Cross-examined by Mr. Parsons, Captain Stitt said that he had had trouble at Natal with the crew. They refused to proceed to sea unless the commander of H.M.S. *Porpoise* gave a letter stating the cargo was not contraband. The cargo was not oil fuel. Its flash point was 115 deg. It could be burned in a lamp.

J. Webster, chief mate of the s.s. *Parthenia* said this morning certain of the crew refused duty unless certain conditions they demanded were complied with. They asked for a guarantee that if their effects were destroyed by the Russians they would be compensated. The rest of the crew demanded the same conditions but did not refuse duty.

By Mr. Parsons: There were no firemen left on the ship. The men contended that the oil was liquid fuel and thus contraband of war. James Lindsay, chief engineer, said the cargo was case oil. It could not be used as liquid fuel as far as he was aware. He did not know the flash point of oil used for liquid fuel.

Inspector J. Dooley deposed as to the arrest of the firemen for refusing duty.

Mr. Parsons said the case was one of a question of contraband of war. He would call the Government Analyst to prove the oil could be used as liquid fuel. The Russian Government had published a list of contraband articles and this included liquid fuel.

The case was adjourned till this afternoon. Mr. Ellis said he appeared for the master of the ship. He thought the charge had not been properly drawn up.

Mr. Parsons said he had communicated with the Government Analyst and he said the oil could not be used as fuel in his opinion. Counsel asked to see the ship's manifest. He said the cargo was a dangerous one. There was nothing in the crew's articles authorizing the carrying of it. Liquid fuel was largely used on warships and the Russian Fleet lines right in the track to Japan; thus it was only right for the men to inquire as to whether the cargo was fuel or not. Counsel submitted that his clients were right in raising this objection. No ordinary man could tell whether the stuff was liquid fuel or not.

Mr. Ellis said that the men should not have waited till the ship was going to sail before raising the question. He contended that by raising this objection they were trying to "squeeze" the captain. He asked the Court to impose a forfeiture of pay if the men would go back to their ship.

On being asked if they would return to the ship the men refused to do so. Mr. Ellis then asked the Court to deal severely with them and suggested they be charged with desertion.

Captain Boldero told the accused they had been offered a lenient sentence. There was now no doubt the cargo was not contraband. They would be sentenced to eight weeks' imprisonment and fined two days' pay.

E L E G R A M .

"HONGKONG TELEGRAPH" SERVICE.

THE BALTIC FLEET.

JUNKS IMPATIENT.

TRYING TO DISCOVER THE FLEET'S POSITION.

[From Our Special Correspondent.]

Macao, 20th May,
12.31 p.m.

I have just arrived here after a second visit to the neighbourhood of Cape St. John's, where, as I reported in my last telegram, the fleet of junks was lying.

I found that the fleet had left that district, with the evident intention of effecting a junction with the Russian Fleet.

ARMED ROBBERY.

The case in which four coolies were charged with armed robbery at 20, Water Street, under circumstances recorded in our last issue, and which was remanded from yesterday, was resumed before Mr. F. A. Hazland at the Magistrate's Court this morning. Inspector Collett was in charge of the case.

Galdina C. Barros, adopted daughter of the complainant, a girl of ten years of age was then put in the box. She said she lived in the same house as complainant at No. 20, Water Street, West Point. She remembered the 4th of May. On that day shortly after ten o'clock, she was in the house, and two men came there. She could recognize one of the men; he was the second defendant. He came and said he was to take measurements to open a skylight. After an hour's measuring they left. Next morning, about 6.45, four men came. Witness pointed out the first second and fourth defendants, but appeared doubtful about the third; but she thought the fourth man was not in Court. They all went to the second floor. They had the bundle of tools produced when they came up. They again said they were coming to take more measurements. The second defendant asked witness's mother where the skylight should be made. Then they went in first, and a third man followed, and they called for her mother to go in after them, and she went. Her mother's godson also went in, and witness followed, and could see all that the men were doing. The fourth man went in some time after. The men told her mother to put all the things in order. They did not move the furniture, but the cupboard was moved to one side. Then the first defendant caught hold of her mother by the neck with both hands. They did not cover up her mouth, but the man who is not here held her by the arms, and removed from her wrist some bangles, but she did not know how many. He also took some rings and some hair pins from her. The fourth defendant held the knife, produced, and threatened both witness and her mother with it. They rubbed pepper on her mother's eyes, and some also went into witness's mouth; none went into her eyes. The fourth defendant told witness to take off her bangle, but as some one then came up from the first floor she put it on again. She did not hand it to anyone. Her mother's godson had just before that run down to the first floor, and she heard him call out "save life." The four men then ran away. The first defendant was caught on the stairs, and the other three got away. Witness saw a Sanitary Inspector, who lived next door, come up. Maria Chau Si, the god-child of the complainant, corroborated the evidence of the first and second witnesses.

Leung Lin, wife of a broker, residing in the first floor of No. 20, Water Street, identified the first and third defendants as having been in the premises of Mrs. Barros on the morning of the 4th inst.

Other evidence corroborative of the other identifications having been given, the prisoners were committed to take their trial at the next sessions.

ALLEGED PERJURY.

A COMPRADORE IN TROUBLE.

Tse Fak Tsai, compradore of the Hongkong, Canton and Macao Steamboat Company, of No. 56, Peel Street, was charged at the Magistrate's Court this morning for that he did, on the 17th day of April, and the 16th day of May last, then being a witness in certain proceedings before the Registrar of the Supreme Court of Hongkong wilfully and knowingly make two contradictory statements of fact material to the issue on matter then in question. Accused was arrested and admitted to bail in the sum of \$2,000.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Changsha*) 21st inst.
Indian (*Lalsong*) 22nd inst.
Canadian (*Empress of China*) 23rd inst.
German (*Zieten*) 24th inst.
American (*Manchuria*) 24th inst.
German (*Willehad*) 25th inst.

The C. P. R. Co.'s s.s. *Tartar* arrived at Vancouver at 2.30 p.m., on 19th inst.

The P. M. S. S. Co.'s s.s. *Manchuria*, with mails &c., left Shanghai, for this port Sunday night, at 11 p.m., and is due here on 24th inst.

TELEGRAMS.

[Reuters.]

Prince Arisugawa in Paris.
LONDON, 18th May.

President Loubet received Prince Arisugawa yesterday.

International Courtesies.

King Edward has been appointed Admiral of the Spanish navy.

Piracy in China.

Earl Percy said in the House of Commons that Sir E. Satow had been in communication with the Chinese Government in reference to the recrudescence of piracy on the Canton river and in the North.

The New German Line to Australia.

The new German cargo steamers, which will begin running from Bremen to Australia in the autumn, will call at the principal ports in Java on the outward and homeward voyages.

[N. C. D. News.]

Imperial Generosity.

Tokio, 13th May.
Their Majesties have presented one thousand yen to the Tokyo Ex-prisoners' Mission.

French Neutrality.

Tokio, 13th May.
The Tokio papers point out that French assistance is unequivocal as far as words go, but they are not accompanied by practical steps to enforce these promises.

Reported Reinforcement of the Vladivostok Squadron.

Osaka, 13th May.
It is believed in St. Petersburg that the cruisers *Almaz*, 3,285 tons, 19 knots, and *Zemchuk*, 3,100 tons, 24 knots, have succeeded in proceeding to Vladivostok.

Lord Charles Beresford's Forecast.

Osaka, 13th May.
Lord Charles Beresford says that the Russian armada is sure to go to Admiral Togo's fleet in the number of men-of-war, but the Japanese are such excellent gunners that he believes that the final victory will be gained by Japan.

Captain Mahan's Forecast.

Osaka, 14th May.
Captain Mahan, U.S.N., the well-known authority on sea-power in discussing the present situation, says that, whatever steps are taken by Admiral Togo, the Russian fleet will certainly not be allowed to enter Vladivostok without sustaining more or less damage. The situation of Admiral Togo is almost similar to that of Admiral Nelson, excepting that the former has not a specially strong fleet.

"VICTORIA" DAY.

Wednesday, the 24th of May, being a public holiday under "The Victoria Day Ordinance, 1903" will be observed as a Government holiday. His Excellency the Governor has also been pleased to appoint Monday, the 12th of June, to be observed as a holiday throughout the Government Departments, except the Police Magistrate's Department.

SHIPPING JETSAW.

With the sale of the *Hulthow* and *Tamnet* the China Navigation Co. will have disposed of seven steamers, some of which are amongst the pioneers of the line and for all practical purposes out of date, seeing that the passenger requirements fall short of the Board of Trade standard. This company has six steamers being built, the first of which is due to arrive this month, so the sale may be regarded as very opportune.—N. C. D. News.

CHINA AND THE MACKAY TREATY.

The statement made in the House of Commons by Earl Percy, re-told in Reuters' telegram this morning (19th inst.) shows that the telegram sent to Lord Lansdowne and others by British merchants here has had the salutary effect of waking up the Foreign Office. Meanwhile, Mr. E. S. Little has received the following letter:

"H.B.M. Consulate-General,
Shanghai, May 12, 1905.

"Sir,—With reference to your letter of today's date, I am instructed by H.M. Minister to inform the signatories of the telegram sent to Lord Lansdowne relative to the non-fulfilment by China of the stipulations of the Commercial Treaty of 1902, that his Lordship desires that a detailed statement in amplification of the telegram should be sent to him through H.M. Minister. I am accordingly forwarding the letter which you have addressed to Lord Lansdowne to H.M. Minister at Peking.

"I am, Sir,

"Your obedient servant,

"PHILAM WARREN,
Consul-General.

"E. S. Little, Esq.,
Shanghai."

The letter, as a matter of fact, has not been sent. Sir Philam Warren having thought it advisable that the name of all the signatories of the telegram should be sent to Lord Lansdowne. An ample letter is now being drafted, containing the more detailed information for which Lord Lansdowne has asked. We may point out that it would be an assistance if particulars of any specific cases of neglect of the Mackay treaty were communicated to Mr. E. S. Little, it being evidently desirable that the case of the British merchants should be strengthened as much as possible. Lord Lansdowne appears to be anxious to do whatever is possible for British commerce in China, and the reports of H. E. the Minister of Peking and the British Consuls in many ports must already contain notices of the indifference or worse that Chinese officials have been showing to the stipulations of the Treaty of Shanghai. In fact, that treaty, instead of improving the conditions under which British commerce is carried on, has really made things worse than they were under the Treaty of Tientsin, and it is much to be hoped that the agitation of which Mr. E. S. Little is the spokesman will result in the Chinese officials being made to understand that a treaty signed and ratified is a serious document, not a mere piece of paper to be ignored or thrown aside by them at their pleasure.—N. C. D. News.

THE SUNKEN WARSHIPS AT PORT ARTHUR.

CAN THE JAPANESE RAISE THE VESSELS?

In view of the fact that the Japanese have successfully raised the Russian warship *Pallada* which was exclusively reported in the *Hongkong Telegraph* on Thursday, in a telegram received from our Shanghai correspondent, it is interesting to read the comments of the London *Times* correspondent with the Port Arthur army on the question of whether the Japanese are likely to raise the Russian fleet which was sunk in Port Arthur harbour. At the time the article was written, the correspondent was not in a position to say whether the *Pallada* could be raised, and for that very reason his remarks on the other sunken vessels are all the more informing and instructive. After describing the scene in the town of Port Arthur the writer proceeds:

GHOSTS OF A DEPARTED SQUADRON.

Who will ever forget the picture of the great battle-ships as they lay sunk at all angles in the harbour? They hardly resembled real ships, so twisted and burnt were the funnels and superstructure; rather did they resemble the ghosts of a long-since departed squadron from which the sea had suddenly receded. The *Bayan* was the only vessel in the eastern harbour, where she lies right up against the quay, sunk. This unfortunate cruiser made her last exit from Port Arthur on July 27, and her last active service was to bombard the 11th Japanese Division. On her return from this useful, if not glorious service, she had the misfortune to encounter a stray mine, either Russian or Japanese which had managed to get loose, and was floating right in the entrance of the harbour. Badly damaged the cruiser nevertheless managed to keep afloat. An attempt was made to repair her, but it was found hardly worth while, so her guns were taken out of her and sent to the other ships of the squadron, to take the place of those damaged, or else sent on shore to replenish the vacancies in the forts. When I was in Port Arthur, the Japanese naval experts had not yet examined the *Bayan* with divers, and it is too early to say whether she can be raised, but it may be possible, if she is not severely injured below water.

THE "PALLADA" AND THE "POBEDA".
All the other vessels are in the western harbour, hugging the shore to obtain, if possible, some cover from Payusan-hill, which rises close to the harbour. Near the landing stage is the lately cruiser *Pallada*, sunk, but the extent of the damage below water as in the case of the *Bayan*, still uncertain. Above water this ship is hardly injured, most of her guns have been taken out and placed on land, and if outside appearances go for anything she will one day fly the Japanese flag. Not more than 50 yards from the *Pallada* the *Pobeda* has found what is in all probability her last resting place; she lies with a tremendous list to starboard so that the starboard gunwale is only about 1 ft. above the water, and it is no easy matter to walk along her deck. The decks of all the ships were covered with coal and briquettes, to protect them from possible against the shells, and when it was finally decided to destroy the Squadron this was set on fire with the assistance of kerosene oil. The damage thus done has been very great for every piece of workwood on deck was burnt to cinders. The chain-house has gone, only a few twisted steel girders marks its position; the bridge is represented also by a mass of twisted steel, and so great was the heat of the conflagration, that the fore fighting-top was broken off a few feet from the deck, and now lies hanging over the starboard side, still further adding to the list of the vessel. The entire superstructure and upper deck of the *Pobeda* is absolutely destroyed, and would have to be entirely renewed; in addition, gun-cotton was exploded in each of the turrets, blowing off the tops and ruining the machinery of the turrets, guns which form the main armament of this ship and her sister vessel the *Peresviet*. The guns themselves are a mass of rust inside and out, and according to the naval constructor, are too fatigued to be saved; some of the 6 in. guns and smaller pieces may, however, be repaired, but as they lie for the most part under the water it is impossible to form a judgment at present. The *Pobeda* is pierced by many shot holes, some of the large ones having been temporarily repaired with boiler plates after the action on August 10. The divers sent down to examine the hull of the ship report every large hole on her port side, and she is also suspected to be badly damaged on the starboard side, but the great list of the vessel makes the exact amount of damage difficult to ascertain. It will be seen that the *Pobeda* is so badly damaged that there is practically no chance of saving her, but even if she is raised the cost of repairing her will be so great that it will hardly be worth the trouble. The Japanese, after the fall of Port Arthur were optimistic about everything, were confident of raising her; but they have little experience in salvaging ships, and, judging from their experience with the *Paryag* at Chemulpo, the attempt to raise this vessel having been abandoned for good after enough material had been got out of her to pay the cost of the salvaging operations, they will be extremely fortunate if they are able to raise and repair the battered *Pobeda*.

A DESERTED HALF-SUNK BATTLESHIP.

At right-angles to the *Pobeda* and lying within a few yards of the shore is the *Retvizan*, sunk deeper in the water than any of the other ships. This once splendid battleship is now a mere mass of twisted steel girders and perforated funnels. The fore turret is slowly right round, and the guns are looking towards the entrance of the harbour as if still expecting to fire on the enemy, the muzzle of each gun just touching the water. The damage done to the *Retvizan* is of a more honourable character than that to the *Pobeda*, for it has nearly all been inflicted by the enemy's projectiles. In his report of the action of August 10 Admiral Togo writes:—"The *Retvizan* then drew out from the rest of the squadron, and approached our combined fleet, coming to within a thousand yards, where she received our concentrated

fire, and suffered severely." This is perfectly true; the ship did suffer severely. Her superstructure and bridge were shot to pieces, and her funnels resemble sieves, riddled as they are by hundreds of small shells; nevertheless the ship does not seem to have been damaged in any vital spot during the engagement, nor were any of her guns put out of action, though one of the turrets was damaged. To wander through a deserted half-sunk battleship is a strange experience, and the feeling is something akin to uncanny, for you hear nothing but the gentle swish of the water as it ebbs or flows with the tide. At low tide the orlop deck is laid bare, covered with mud and shells. One can then gain admission to the cabins, where nothing remains but broken furniture, pieces of paper, and empty drawers from which the contents were hastily withdrawn when the order came to scuttle the ship. Ranged on the shelves are the seamen's chests, and in the lockers the flags, while scattered about on every side are to be found many strange articles, the personal property of the crew—broken rifles, crockery, &c. When walking on the orlop deck you may look up and see a neat round hole made through the upper deck, no larger than a plate; at your feet you will find a similar hole marking the downward descent of one of the 28-centimetre shells, which passing right through all the decks and then through the bottom, caused the ship to sink. The 6 in. guns of the *Retvizan* are almost all under water some of them, just visible enveloped in their canvas covers, as they have been ever since August 10. As in the case of the *Pobeda*, the turrets of the *Retvizan* were blown up with gun-cotton, and the tops blew off. It is not, however, the damage to the upper deck and superstructure which will prevent the *Retvizan* ever adorning the navy list of another Power, but the terrible damage done to her under water. The examination by divers showed her to have no less than four great holes in the starboard side and also one unexplored mine still alongside. She also has a hole on the port side. Even the Japanese naval constructor was not sanguine of raising this ship, so that it may be said for certain that the *Retvizan* will never again float on the ocean. The lack of a dock for battleships will render the task of salvaging the ships still more difficult, for it will be necessary to patch them up sufficiently to allow them to make the voyage to Japan, where proper accommodation can be found.

A SEVERE MAULING.

About 50 yards astern of the *Retvizan* the little battleship *Pollava* rests on the bottom of the harbour in such an upright, natural, and graceful position that it is hard to believe at times that she is not afloat. This ship is one of the least damaged below water; in fact the naval constructors declare that she has no injury, and, as she is in very shallow water, can easily be raised. The *Pollava* was the last ship in the Russian line during the action of August 10, and she came in for a very severe mauling at the hands of the enemy. With the exception of the *Retvizan*, no ship suffered more. One big shell struck two of the 6 in. guns placed in pairs in turrets on her starboard side, and broke them completely in half, putting the battery out of action. Other big shells destroyed her upper works and killed and wounded many of the crew. The *Pollava* is sister ship to the *Sevastopol*, both small battleships of about ten thousand tons, but according to Captain Von Essen very insufficiently protected. A short distance from the *Pollava* is the last of the little ships, the *Peresviet*, sunk in very shallow water, and consequently showing far more of her naturally high sides than the others. The ship is very much burnt, almost as badly as the *Pobeda*, and in addition has been pierced by a great many large shells, and the holes, repaired with boiler plates, give her a rough, untidy, unfinished appearance. Some of her guns have been damaged, and others removed; both of the turrets containing the 10 in. guns were blown up in the same manner as on all the other ships, including the *Pollava*, so above water there is absolutely nothing that could be utilized again. The divers carefully examined the hull of the *Peresviet* and reported that they could find no damage, so that if this is the case the Japanese will at least be able to raise her. When I left Port Arthur no examination had been attempted of the interior of the vessels below water, so that nothing was known of the condition of the engine rooms and the damage done to the machinery. All this will have to be ascertained later.

"SEVASTOPOL" GRAVE UNKNOWN.

The Japanese will be lucky if they can save the *Pollava*, *Peresviet*, and *Pallada*, and perhaps the *Bayan*. The *Retvizan* will never be of any further use, and the damage to the *Pobeda* is so great that, even if they succeed in raising that vessel, it is extremely doubtful if she will be serviceable. The *Sevastopol*, taken out by her gallant captain to face the repeated attacks of the enemy's torpedo craft, for some time stove off the attacks of her opponents, with the assistance of a boom and torpedo nets, but finally the boom was blown up and a torpedo found its way through the netting, striking her stern, blowing a large hole in her side and destroying the steering gear. Then, able to do nothing more for her country, the *Sevastopol* was steered with her twin screws out into deep water, her side-clocks opened, and she sank in 190 ft. of water, the exact position of her grave only known to Captain Von Essen and his small crew. The enemy will never gaze on her again.

At Bow-street, London, Herbert Kalani Keatwell, a well-dressed young Japanese, formerly employed as a clerk and collector to the Hawaiian Trust Investment Company, was brought up on remand on the 18th ult., for extradition upon charges of embezzlement. This was the first case from Hawaii since its annexation to the United States. The prisoner was arrested by Detective-Inspector Turrel in St. Paul's Churchyard on March 14, and when the warrant was read to him, he denied his identity with the person mentioned therein. He was, however, identified by Henry C. Vida, a special agent of the police department at Hawaii, who had travelled upwards of 10,000 miles for that purpose. The charge on which an order was now made was one of stealing a good valued \$500 belonging to his employers.

MR. BELLIOS'S POLITICAL CAMPAIGN.

A LIBERAL'S SKIT ON THE CANDIDATE.

It has been announced that Mr. Raphael Bellios, who is well known in Hongkong, has been selected by the Unionist association of West Newington to contest the seat at the next General Election. In the meantime, Mr. Bellios is "working up" the constituency, and familiarising himself with the needs of the district. Under the heading "Sub Rosa," one of the well known features of the London *Morning Leader*, which is one of the leading Liberal papers in England, the genial "S. L. H." has a satire on the Unionists of West Newington and Mr. Bellios in particular. The writer says:

I am indebted to some thoughtful correspondent for a copy of a curious publication entitled the *West Newington Conservative*, which is engaged in the arduous undertaking of recommending Mr. Raphael Bellios as a fit and proper person to represent West Newington in Parliament. Having come all the way from Hongkong the worthy candidate naturally throws himself into the fray with the utmost zest, and I observe that one of his speeches, as reported in this friendly organ, ended with these inspiring words:

Buck up everyone, help me, and see if we cannot win.

Mr. Raphael Bellios has, I understand, the priceless advantage of youth, and he rallies his friends in a charmingly unconventional manner.

His free and easy oratorical methods are not denied by his friends, for I observe that in another report the *West Newington Conservative* remarks that anything in the nature of a set speech was impossible, through the bad behaviour of Radicals present, and Mr. Bellios had to interject a number of colloquialisms whenever he got a chance. One who has heard Mr. Bellios assures me that his favourite colloquialisms are "What the devil?" and "Blow me tight"—remarks which ought to convince the most stubborn opponent. It would not be fair to suggest that the only encouragement offered the faithful is an ardent invitation to "buck up." They had a smoking concert the other night in support of the cause, and I notice that one of the singers gave in an amusing style the song, "Nothing at all to pay." I am not acquainted with the song, but if it has a chorus I can imagine the Conservatives in West Newington joining in the chorus with whole-hearted rapture. Those words, "Nothing at all to pay" describe the ideal state of things among the Conservative workers in many a London constituency just at present. These gentlemen take no interest in the prospects of the millennium; they are quite content with things as they are, and no wonder.

They are the real free-foodies, and free-everything-ers. All over London, night after night, pewter and glass are being drained, and truly Imperial pints are being lowered, and night after night, as the stalwarts separate, full of their subject, the cheerful refrain is still "nothing at all to pay." Why should these gentlemen want a general election? South an event would stop the fan, and so I am not surprised to hear that at a smoking concert in the North of London recently tremendous enthusiasm was evoked by the following verse, given as what is called an "encore":

May these concerts be kept up for many a night,
Just in the old sweet way.
May the Government sit most Imperially
light,
Just in the old sweet way,
And through the whole evening may each
jolly dog,
Pull away at his pipe and imbibe his hot
grog,
Till his features resemble the moon in a
fog.

Just in the old sweet way.
"Blow me tight" and "nothing at all to pay" sum up the plan of campaign followed by most of the Conservative candidates in London.

Quite recently a highly respected Conservative member of Parliament wrote an article in the "Journal of Commerce" on "What it Costs to be a London Member." He did not sign the article, but I know who wrote it—indeed, he talked it over with me, and he is a man thoroughly acquainted with the subject. Now in that article he said that the first thing considered by the local politicians in selecting a Conservative candidate is, "Will he shell out?" There is no miserable pretence, no concealing the main issue behind a lot of polite euphemisms. "Shell out," say the workers; "Buck up," replies the candidate—and here we have the basis of a working alliance. The bucking up is strictly conditional upon the shelling out. Indeed, though some candidates have found that it is possible to shell out without receiving any corresponding return in bucking up, there has never been a case on record of the Tory stalwart bucking up without the incentive offered by the shelling out.

He would abhor such conduct even as Nature abhors a vacuum. And he regards with a very proper contempt and hostility the Conservative who aspires to a seat in Parliament, and yet shrinks from financing his constituents. The question asked about the candidate is not "What are his views?"—but "How Much?" To do Mr. Raphael Bellios justice, he faces all the demands of being a Conservative candidate for West Newington with cheerful courage. Indeed, he may find it more easy to respond to calls upon his purse than to questions about political matters. I have seldom read anything more truly pathetic than an account of a Primrose League gathering in West Newington as reported in this official publication. There were humorous songs, character sketches from Dickens' imitations of Mr. G. H. Chirgwin—and then at last the candidate took his turn.

After the well-graced actors had left the stage the eyes of men were bent on him that entered next, thinking his prattle to be tedious. The Ruling Councillor said, pointing to Mr. Bellios, "He is in your hands." Was ever a victim more openly handed over or given away? The pathos of the incident is made more touching when we come to the appeal of Mr. Bellios—"Give me a little help, and let me do the rest," he said, and this modest suggestion was received with applause. He need not be anxious about one thing—they will let him do the rest. There will be no fussy interference with his part of the business. He is in their hands, as the Ruling Councillor truly observed, and when the trouble is over I imagine that Mr. Bellios will have plenty of opportunities of indulging in the "few colloquialisms" alluded to in another part of the report.

Let us see how this dual policy of giving Mr. Bellios a little help and letting him do the rest is being carried out. Here is the only specimen of the "little help" of the business that I can detect.

Mr. W. J. Bull, M.P. (Hammersmith) mentioned that he knew the family of Mr. Bellios, and was glad to appear in support of the gentleman now before West Newington. He was as good a friend to the working man as any Radical—no doubt, better—and fully deserved support. The speaker then firmly replied to his Radical interrupters, whose noise was becoming an absurdity, and he left early in order to return to the House of Commons.

Now, in getting Mr. Bull to come and make a speech the local worthies faithfully carried out the request that the help given should be little. Indeed, it could scarcely have been conceived less—though I confess it must have been an entertaining scene when Mr. Bull "regaled firmly" to his interrupters.

"And now for the other side of the bargain included under the heading, 'And let me do the rest'!"

A very successful smoking concert was held on Tuesday, 28 March.

A most successful ladies' concert was given on Tuesday, 21 March.

The last ladies' concert of the season on 13 April.

On 17 April a special smoking concert, Mr. Bellios in the chair, the eminent comedian, Mr. Harry Randall, and 30 other artists assisting, as well as Mr. J. Dalley, M.P., and Mr. Bull, M.P.

The Primrose League annual ball, Primrose Eve.

Reception on 3 April—there was a very fine array indeed of visitors. Mr. Grainger, of the Walworth Road, Commercial Hotel, was once more the caterer, and dispensed mince pies, ices, claret cup, sandwiches, cakes, and every other kind of light refreshment profusely. Of course there were no set speeches at the function.

Of course not! It was not an occasion for oratory, but rather one of Mr. Bellios's "blow-me-tight" receptions.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/10 1/2
Do. demand	1/11 1/2
Do. 4 months' sight	1/10 1/2
France—Bank T.T.	2/37
America—Bank T.T.	45 1/2
Germany—Bank T.T.	1/93
India T.T.	1/141
Do. demand	1/141
Shanghai—Bank T.T.	7/11
Japan—Bank T.T.	92 1/2
Java—Bank T.T.	1/138
Buying.	
4 months' sight L/C.	1/10 1/2
6 months' sight L/C.	1/11 1/2
30 days' sight San Francisco & New York	46 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	1/11 3/16
1 months' sight France	2/41
6 months' sight "	2/42 1/2
4 months' sight Germany	1/93 1/2
Bar Silver	26 1/2
Bank of England rate	2 1/2
Sovereign	10/46

OPINION QUOTATIONS.

To-day's quotations are as follow:	
Malwa New	@ 1,140
" Old	@ 1,180
" Older	@ 1,230 1/2
" Oldest	@ 1,340
Patna New	@ 1,115
Barrages New	@ 1,080
Patna (Paper)	@ 78 1/2

To-day's Advertisements.

BANK HOLIDAY.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY, the 24th instant, "VICTORIA DAY."

Hongkong, 20th May, 1905. [58]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED,

ON

TUESDAY,

the 23rd May, 1905, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's Open Storage M. L. S. Tsim-tai-tsu, ABOUT 300 TONS OF CARDIFF COAL, damaged (more or less) by Fire and Water.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th May, 1905. [58]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "ARABIA,"

FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,

General Agent

Hongkong, 20th May, 1905. [18]

Intimations.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS

MUSIC AND MUSICAL

INSTRUMENTS

PR. VIOUS TO REMOVAL.

GUARANTEED NEW INSTRUMENTS

BY ANY ENGLISH MAKER

WILL BE SUPPLIED AT LONDON PRICES.

We supply Superior value to any-

thing to be had in the Colony.

in Tone, Price, and Appearance

in First-class German Makes,

tested 30 years by us.

Motzler	...	\$350	formerly \$ 475
Pleyel	...	425	650
Collard	...	500	700
Do Grands	...	950	1,400
Do	...	425	650
Allison	...	430	650
Rachals	...	575	750
Winkelmann	...	625	750
Hanke	...	525	650
Krauss	...	585	750
Own Make	...	300	450
Hopkinson	...	600	700
Brinsmead	...	400	750
Kirkman	...	...	\$325
Pleyel	...	...	390
Collard Grand	...	...	300
Lunan	...	...	150
Pianolas	...	400	to \$550
Do	...	285	380

Pianola Rolls 25% discount.

These instruments are GUARANTEED for the Climate.

Hongkong, 16th May, 1905. [53]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA

COMMERCIAL.

YARN MARKET.

In their report, dated 5th instant, Messrs. Cawajee Pallanjee and Co. write:—Our last was dated the 5th inst. per s.s. *Coromandel*, since when we have experienced sudden activity in our market. Dealers have been more inclined to do business and improved on their previous offers, while importers having in view a high and rising exchange have been easy sellers and consequently a good business has resulted during the past fortnight in favour of the dealer. The market closing steady. Nos. 62 and 82 small sales at slightly better rates. No. 102 have been in very little demand in consequence of high prices ruling, and a small business has been done in special spinnings at a decline of \$1 to \$2 per bale. No. 122 stocks being light, values have improved about a dollar per bale, at which advance a fairly large business has been put through. No. 162 a small business has been reported at unaltered prices. No. 202 a brisk demand set in under country orders and a large number of bales have changed hands at an appreciation of \$1 to \$2 per bale. Sales during the past fortnight comprise of about 175 bales of No. 62; 25 bales of No. 82; 1,400 bales of No. 102; 1,575 bales of No. 122; 900 bales of No. 162; and 2,975 bales of No. 202; in all about 7,050 bales. Arrivals per steamers *Atalia*, *Ischin*, *Kumung*, *G. Apear* and *Bengal* of about 9,310 bales. Shipment to Shanghai and Northern Ports about 4,000 bales. The unsold stock is estimated at about 38,000 bales.

Local Yarn:—Sales of 850 bales No. 102 and 122 long delivery at \$105 and \$108 respectively have been reported.

Japanese Yarn:—The only business in these threads is the sale of about 175 bales No. 162 at \$133.

Exchange:—We quote to-day on India at Rs. 14 1/4 per cent. London at 15 1/4 d. = \$.

WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly and Potts write as follows in their circular of 19th inst.:

During the past week, some small investment purchases have taken place but the market generally has continued inactive. Langkats have suffered a severe decline, owing to the meagre dividend declared, while in Canton and Farnham, an improvement on the previous quotations has to be noted.

Banks:—Hongkong and Shanghai Banks have been negotiated during the week at \$795, closing steady. London still quotes £20. National are unchanged at \$37.

Marine Insurance:—Cantonians have further improved and can be placed at \$310. China Traders have advanced to \$60 and have been fixed at the rate. Other stocks under this head are unaltered at the quotations.

Fire Insurance:—China Fires have been sold and are required for at \$85. Hongkong Fires have been done and are steady at \$300.

Shipping:—Hongkong, Canton and Macao Steamboats have changed hands at \$17. Indo-China has ruled steady and a fair business has been transacted at \$175. China and Manila are in request at \$214 and Douglas Steamships have been done at \$35. Star Ferries are obtainable at \$37 for the old and \$28 for the new shares. Shell Transports are in demand at \$37. Shanghai Tugs have been placed at Tls. 57 and Tls. 51 for the ordinary shares and close in request at the higher rate; the preference shares are reported sold at Tls. 48. Taku Tugs have been dealt in at Tls. 28 and Tls. 28 at which latter rate more shares are wanted.

Refineries:—China Sugars have weakened to \$223 and Luzons are in demand at the advanced rate of \$30. Perak Sugars have been disposed of at Tls. 65.

Mining:—Chinese Engineerings are offering at Tls. 73. Raubs are in the market at \$33.

Docks, Wharves and Godowns:—Hongkong and Whampoa Docks have inquiries at \$203. Farnham's considerably improved during the week and sales have been effected at advancing rates up to Tls. 159. Kowloon Wharves have declined to \$104, but shares are inquired for at this figure. Hongkong Wharves have changed hands at Tls. 187. Geo. Fenwicks are wanted at \$333.

Lands, Hotels and Buildings:—Hongkong Lands have been booked and are still obtainable at \$125. Shanghai Lands have improved and have been taken off the market at Tls. 118. Astor House Hotels have changed hands in Shanghai at \$19 and \$20. Hongkong Hotels keep firm with buyers at \$145. Hotel des Colonies have been sold and are still on offer at Tls. 32. Humphreys' Estate have been sold at \$13.

Cotton Mills:—Ewos are procurable at Tls. 37. International are wanted at Tls. 37, and Lau-Kung-Mow have been done at Tls. 37 and Tls. 40. Hongkong Cottons are to be had at \$164.

Cigar Factories:—Sumatras are steady at Tls. 68.

Miscellaneous:—Green Island Cements have been fixed at 25 for the old issue; the new shares have sellers at \$17. A. S. Watsons can be placed at \$24. Ice have been done at \$24. Electric are in demand at \$17 and \$18 for the old and new shares respectively. Hall and Holt have been sold and are wanted at \$25. Steam Waterboats have found buyers at \$17 and \$17 and more shares are inquired for at the latter rate. Owing to the announcement of a five per cent dividend, Langkats dropped to Tls. 216, but are again firmer with buyers at Tls. 220.

Shipping.

Arrivals.

Chusan, Br. s.s., 2,855, H. W. Kenrick, 19th May, Shanghai 16th May, Mails and Gen.—P. & O. S. N. Co.
Loongmoon, Ger. s.s., 1,445, F. Kalkofen, 19th May, Chinkiang 15th May, Rice, Oil and Fruits.—S. & Co.
Laertes, Br. s.s., 1,351, J. B. Jackson, 19th May, Saigon 13th May, Rice and Meal.—Chinese.
Hanoi, Fr. s.s., 738, P. Morlees, 20th May, Haiphong 17th May, and Hoihow 19th, Pige and Gen.—A. R. M.
Arabia, Ger. s.s., 2,888, St. McKintosh, 20th May, Moji 14th May, Gen.—P. & A. S. S. Co.
Thos. Lurnbuco, Br. s.s., 1,342, Blance, 20th May, Cardiff 14th May, and Colombo 1st May, Coal.—D. & Co. Ltd.
Indravelli, Br. s.s., 3,778, S. Cullington, 20th May, Tainwan 15th May, Ballast.—J. M. & Co.
Kwangshai, Ch. s.s., 1,536, Wm. H. Lunt, 20th May, Shanghai 17th May, Gen.—C. M. S. N. Co.
Bonaventure, Br. s.s., 3,120, H. H. Torlesse, 20th May, from Mira Bay.

Clearances at the Harbour Office.
Charles Harduin, for Canton.
Heathburn, for Hoihow.
San Cheong, for Canton.
Frithiof, for Swatow.
Chiyuen, for Shanghai.
West York, for Rajang.
Haimun, for Swatow.
Neumuchlen, for Singapore.
Pittman, for Swatow.
Chan On, for West River.
Yun Lee, for West River.
Alga, for Moji.
Kowloon, for Hongkong.
Wingking, for Canton.
Wingchak, for Macao.
Onang, for Singapore.
Tolman, for Saigon.
Athena, for Manila.

May 20.

Chusan, for Europe.
Rubi, for Manila.
Ongang, for Singapore.
Hongkong, for Pakhoi.
Brand, for Kobe.
Laertes, for Singapore.
Heathburn, for Hoihow.
Wuhu, for Canton.
Loongmoon, for Canton.
Chiyuen, for Shanghai.
Haimun, for Coast Ports.

Passengers.

Per *Laertes*, from Saigon—109 Chinese.
Per *Chusan*, from Shanghai for Hongkong—Messrs. A. Morley, A. S. Baker, Lee Kwok Sang, Hui Kien Sing, Mao Tsung Fong, Lin Kwok Ken, Mrs. Pearson and child, Mr. J. H. Pennezel, 19 Naval Ratings, Mr. J. D. Hutchinson, Col. Western and native servant, Mr. H. Albert, and Mr. and Mrs. G. P. Lammer.
Per *Loongmoon*, from Saigon—Mrs. A. Pichon, Mr. and Mrs. C. P. Abel, S. Raley, 1 child, Miss Wiggin.
Per *Heathburn*, from Canton—Mr. Wm. McNaughton and infant, Mr. and Mrs. W. H. Emberley and 3 children, Mrs. P. de T. vana, Messrs. A. Walker, D. McLennan and John Henderson.
Per *Kowloon*, from Hongkong—Mr. R. Dharani.

Per *Kwangshai*, from Shanghai—Mr. Jonse, and 108 Chinese.

Passengers departed.

Per *Loongmoon*, for Manila—Mrs. Albright, Mrs. Bordner, Lieuts. J. M. Burroughs, C. Tilford, Frederick Strahlen, Messrs. Jao Co Coy, Jao Leon Cher, Jao Cue Pion, Jao Lau Pin, Hao Wing Liong, Hao Po Kim, Cho Chung Iong, Chu Yi, Cuan Quock Moy, Quan Man, Chu Ping Kee and Lam Toy.

Shipping Report.

Str. *Loongmoon* from Chinkiang—Smooth sea, 5th wind, foggy weather.

Str. *Laertes* from Saigon—Weather fine and clear throughout the voyage, light S.E. winds.

Vessels in Port.

STANLEY.

Aldgate, Br. s.s., 2,208, H. Nicholson, 18th May, Kuchino 14th May, Coal.—M. B. K.
Athenian, Br. s.s., 2,440, S. Robinson, 18th May, Vancouver, B.C., 17th April, and Shanghai 15th May, Gen.—C. P. & Co.
Athena, Br. s.s., 1,496, T. G. Cox, 14th May, Cardiff 25th May, Coal.—D. & Co. Ltd.
Borneo, Ger. s.s., 1,344, E. Muhle, 15th May, Sandakan 10th May, Timber and Gen.—M. & Co.
Brunhilde, Ger. s.s., 854, H. Selck, 15th May, Bangkok 10th May, Ballast.—S. W. & Co.
City of Birmingham, Br. s.s., 60, J. Watson, 14th May, Grimaby 26th May, Ballast.—Order.
Crusader, Pr. s.s., 2,744, F. Brown, 17th May, Mororan 7th May, Coal.—Hughes & Hough.
Doric, Br. s.s., 2,936, H. Smith, R.N.R., 17th May, San Francisco 13th April, Midway Islands 23rd, Yokohama 3rd May, Kobe 5th, Nagasaki 8th, and Manila 15th, Mails and Gen.—O. & S. S. Co.
Forster, Ger. s.s., 1,814, Ohlerich, 9th May, Newport 18th Jan., and Hono Kobe Bay 5th May, Ballast.—J. & Co.
Gregory Apcar, Br. s.s., 2,561, J. G. Offlent, 15th May, Calcutta 29th April, Penang and Singapore 10th May, Gen.—D. S. & Co. Ltd.
Hailan, Fr. s.s., 177, L. Andersen, 10th May, Pakhoi and Hoihow 9th May, Gen.—A. R. M.
Hyades, Am. s.s., 2,932, Geo. Wright, 16th May, Manila 14th May, Gen.—D. & Co. Ltd.
Ithaka, Ger. s.s., 2,260, H. Eckhorn, 17th May, Shanghai 13th May, Gen.—S. & Co.
Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 17th May, Haiphong 14th May, Gen.—J. & Co.
Kowloon, Ger. s.s., 2,248, H. Siehr, 16th May, Bangkok 10th May, Rice.—S. & Co.
Macquarie, Br. s.s., 2,073, St. John George, 25th April, Moji 21st April, Coal.—G. L. & Co.
Mathilde, Ger. s.s., 678, A. Uderup, 17th May, Pakhoi 7th May, and Hoihow 9th May, Gen.—J. & Co.
Neumuchlen, Ger. s.s., 2,993, Fischer, 8th May, Cardiff via Cambrige Bay 5th May, Ballast.—J. & Co.
Paklat, Ger. s.s., 1,018, H. Demes, 18th May, Bangkok 12th May, Rice.—B. & S.
Pittman, Ger. s.s., 1,276, C. Fuchs, 13th May, Bangkok 7th May, Rice and Wood.—S. & Co.
Purpee, Br. s.s., 2,440, Packham, 10th May, Singapore 14th May, Gen.—J. M. & Co.
Ribeira, Br. s.s., 2,351, Hurford, 16th May, Kuchinotsu 10th May, Coal.—Order.
Sirocco, Br. s.s., 2,340, G. Williamson, 13th May, Moji 8th May, Coal.—D. & Co. Ltd.

STANLEY DOLLAR.

May, Moji 8th May, Coal.—A. K. & Co.
Taming, Br. s.s., 1,350, W. O. Outland, 19th May, Manila 16th May, Gen.—S. & S.
Ualwood, Nor. s.s., 1,066, Carl Anderson, 5th May, Samarang 27th April, Sugar.—Yuen Fat Hong.
Werneth Hall, Br. s.s., 2,668, Swanson, 18th May, Moji 12th May, Coal.—D. & Co. Ltd.
Wongkoi, Ger. s.s., 1,115, W. Reher, 17th May, Bangkok 10th May, Rice.—B. & S.
Zoroaster, Br. s.s., 2,383, J. Egan, 17th May, Moji 11th May, Coal.—B. & Co.

SAILING VESSELS.

A. G. Rops, Am. ship, 2,302, D. H. Risner, 10th May, Philadelphia 10th Oct., 1904, Case Oil.—E. O. Co.
Deccan, Br. ship, 1,836, E. Gale, 13th May, New York 22nd Nov., 1904, Case Oil.—S. O. Co.
Travancore, Br. ship, 2,217, Hargreaves, 30th April, Cardiff 5th Sept., Patent Fuel.—Government.
West York, Br. ship, 720, W. J. L. Postle, 13th April, Newcastle 15th Jan., Coal.—E. A. T. Co.

Steamers Expected.

Yates, From Agents Due

Changsha, Manila, B. & S. Co., May 21

Emp. of China, Singapore, C. P. & Co., May 22

Memouthshire, Singapore, S. T. & Co., May 23

Marchuria, Japan, P. M. & Co., May 24

Aragonia, Japan, P. M. & Co., May 24

Zieten, Singapore, M. & Co., May 24

Abeyrath, Singapore, H. A. L., May 25

Tijlajap, Kuchinotsu, C. J. J., May 25

Willehad, Sydney, M. & Co., June 5

Stanley Dollar, Br. s.s., 1,857, J. C. Bruce, 13th May, Moji 8th May, Coal.—A. K. & Co.
Taming, Br. s.s., 1,350, W. O. Outland, 19th May, Manila 16th May, Gen.—S. & S.
Ualwood, Nor. s.s., 1,066, Carl Anderson, 5th May, Samarang 27th April, Sugar.—Yuen Fat Hong.
Werneth Hall, Br. s.s., 2,668, Swanson, 18th May, Moji 12th May, Coal.—D. & Co. Ltd.
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Zieten, Singapore, M. & Co., May 24

Abeyrath, Singapore, H. A. L., May 25

Tijlajap, Kuchinotsu, C. J. J., May 25

Willehad, Sydney, M. & Co., June 5

Hongkong & Whampoa Dock Returns.

Hailan, from Kowloon Dock.
Heathburn, " " " "
Mathilde, " " " "
Gulf of Venice, " " " "
Brunhilde, " " " "
Athenian, " " " "
Jacob Diederichsen, " " " "
Grosvenor, " " " "
Doric, " " " "
Taming, " " " "
Cosmopolitan, " " " "
Aberdeen, " " " "

Post Office.

Mail will close for:

Foochow—Per *Yatling*, 21st May, 9 A.M.

Amoy, Straits and Rangoon—Per *Purusa*, 22nd May, 5 P.M.

Ningpo and Shanghai—Per *Seachuen*, 22nd May, 5 P.M.

Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per *Hyades*, 23rd May, 11 A.M.

Keelung, Moji, Kobe, Yokohama and Portland, Ore.—Per *Amelia*, 23rd May, 11 A.M.

Shanghai—Per *Foshing*, 23rd May, 2 P.M.

Singapore, Penang and Calcutta—Per *Gregory Apcar*, 23rd May, 2 P.M.

Manila—Per *Taming*, 23rd May, 3 P.M.

Swatow, Singapore and Bangkok—Per *Wongkoi*, 23rd May, 5 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 24th May, 9 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, 24th May, 10 A.M.

Europe, India, via Tutuorin—Per *Ernest Simon*, 30th May, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 31st May, 10 A.M.

Europe, India, via Tutuorin—Per *Alfa*, 3rd June, 11 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changsha*, 9th June, 3 P.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtau, Sanbu, Kongmoon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

TO-MORROW.

Fourth Sunday After Easter.

St. Peter's Seamen's Church.

Queen's Road, West.

Morning Prayer 11 a.m., Venite, Alcock; Te Deum, Woodward; Jubilate, Barby; Hymns, 113, 474, 524 and 227.

Holy Communion 12.15 p.m.

Evening Prayer, 6.30 p.m., Magnificat, Goss; Nunc Dimittis, Battifoll; Hymns, 114, 476, 523 and 216.

The Church lunch *Daying* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m. and between 1.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.) returning afterwards. The Answering Penitent is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point—Morning Service, 11 a.m.

St. Francis Church, Wanchai—Mass (Chin.) 6 a.m., (Port.) 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass 8 a.m.

Union Church—Services, 11 a.m., and 6 p.m.

St. John's Cathedral, Hongkong.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, J. H. Kimball, Mrs. H. H. Kimball, Miss F. King, Mr. and Mrs. Bingham, Mr. and Mrs. J. E. and child. Birbeck, R. J. Bissell, W. S. Bissell, S. Bissell, Mrs. Blair, D. K. Blair, Oscar Boggan, Mr. and Mrs. Bonner, E. A. Bonneton, Lieut. Bonneton, Mr. and Mrs. Borthwick, Mrs. R. W. Borthwick, child. Bowden, V. R. Broughall, L. Clark, Hon. Dr. Francis Clark, Mrs. W. A. Clark, T. Clegg, R. W. Eng. Lt. and Mrs. H. I. Cohen, M. B. Cunningham, G. Davies, F. O. Davies, F. J. T. Deacon, F. B. Doolittle, F. H. Douglas, Capt. & Mrs. J. Downling, Mr. and Mrs. T. C. Escano, Mr. and Mrs. Fletcher, H. Foulis, Miss G. Foulis, J. E. Frost, B. Glover, C. Grant, A. W. Graves, W. F. and children. Groene, Dr. and Mrs. F. Hall, Capt. 1. Hanon, J. Harding, R. Haskell, Mrs. W. W. Haskell, H. J. Hebdon, S. Heintelman, P. S. Hinch, A. J. Hunter, B. Hunter, Miss Hurst, R. N. Engineer. Hutchison, J. D. Ingold, Mr. & Mrs. F. Jones, Capt. R. Kempf, H. H. Kempf, F. Kerr, F.

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Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

Captain Bourdon, R.N., will be despatched for
MARSEILLES on TUESDAY, the 30th
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. POLYNESIE 13th June.

S.S. CALEDONIE 27th June.

S.S. OCEANIE 11th July.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th May, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"
Captain R. A. Peters, carrying H. Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 31st June,
at Noon, taking Passengers and Cargo for
above ports in connection with the Company's
S.S. India, 7,011 tons, from Colombo, Passen-
gers' accommodation in which vessel is secured
before departure from Hongkong.

Silk and Valuable, all Cargo for France
and Tea for London (under arrangement)
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Egypt,
due in London on the 16th July.

Parcels will be received at this office until
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS
Acting Superintendent,
Hongkong, 20th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Hyades	3,753	Geo. Wright	At May 23
Platania	3,753	F. G. Harrington	June 30
Skamania	3,600	E. V. Roberts	July 12
Trenton	3,600	I. W. Garrick	Aug. 8

Steamer marked (*) have no second-class
passenger accommodation.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Skamania* and *Trenton*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents,
Queen's Buildings,
Hongkong, 9th May, 1905.

For Sale.

FOR SALE.

BEAUTIFUL ENGLISH SUCKING
PIGS, Six weeks' old, at the Piggery,
Old Kowloon City.

For Terms, apply to—

THE KOWLOON HOTEL.

Kowloon Hotel,
May 17th, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

NO. 12, KNOTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, in

present in occupation of the Steats

Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION,
Hongkong, 16th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$250,000 }	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$21.46 for second half-year 1904	5 1/2 % { \$795 London £80 \$37 buyers
National Bank of China, Limited.....	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	5 1/2 % \$310 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,366 \$371,445 }	Nil.	\$44 for year ended 30.4.1904	7 1/2 % \$60 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/16 1904	8 % Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 £20,000 \$372,749 \$893,110 \$846,773 }	\$2,078,997	\$35 for 1903	5 % \$695 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	{ \$37,704 \$1,000,000 \$218,093 \$2,241 }	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 % \$160
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,200,000 \$2,241 }	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 % \$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,000 \$1,207,505 }	\$360,372	\$34 for 1903	11 1/2 % \$300 sellers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ \$5,000 \$185,000 }	\$8,832	\$1 for 1904	5 % \$214 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$85,439 \$250,000 \$600,000 }	Nil.	\$2 for year ended 30.6.1904	5 1/2 % \$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$158,444 £205,000 £100,000 }	\$26,160	\$1 for second half-year 1904	9 1/2 % \$27 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £205,000 £100,000 }	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2 % \$125 sellers
Shanghai Tug and Lighter Company, Limited.....	100,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	{ Tls. 24 final making Tls. 44 for 1904	8 1/2 % Tls. 58 sales
"Shell" Transport and Trading Company, Limited.....	100,000	£1	£1	{ £4,000,000 £4,116 }	£58,852	{ Tls. 12 final making Tls. 34 for 1904	7 1/2 % Tls. 484 sales
"Star" Ferry Company, Limited.....	10,000	\$10	\$10	{ \$60,000 \$15,093 }	\$1,287	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 % \$37
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$400,000 \$21,075 \$130,153 }	\$21,231	{ \$1.80 & b. 40 cts \$0.90 & b. 20 cts } for year ending 30.4.04	4 % \$28
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 126,000 Tls. 276,679 }	Tls. 6,190	\$10 for 1904	8 % \$130
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 none }	\$42,812	Final of Tls. 14 making Tls. 34 for 1904	11 1/2 % Tls. 284 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000 }	\$35,987	Final of \$15 making \$20 for 1904	9 1/2 % \$223 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 none }	Tls. 1,635	\$3 for 1897	4 % \$30 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 none }	£7,820	No. 3 of 1/6	5 1/2 % Tls. 74 sellers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	{ none £18/10 }	G. \$672,093	50 cents making G. \$1 for 1904	5 1/2 % G. \$174
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 none }	£4,029	No. 12 of 1/-=48 cents	5 1/2 % \$34 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,137 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...
DOCKS, WHARVES & GODOWNS.							
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$70,000 \$58,473 \$10,000 \$300,000 \$250,000 }	\$8,577	\$3.75 for 1904	11 1/2 % \$104 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$33,500 \$60,000 \$55,500 }	\$29,422	Final of \$21 making \$5 for 1904	4 1/2 % \$203 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$60,000 \$60,000 \$55,500 }	\$29,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 % \$270 buyers
Harbour Frigate, Limited	12,000	\$100	\$100	{ \$60,000 \$60,000 }	\$489	\$10 div. & \$5 bonus for year end. 30.6/04	6 1/2 % \$21 sellers
New Army Dock Company, Limited	6,000	\$64	\$64	{ \$55,500 \$150,000 }	\$4,036	\$14 for 1903	6 1/2 % \$250 buyers
Riley Hargreaves & Co., Limited	2,500	\$100	\$100	{ Tls. 900,000 Tls. 48,711 }	Tls. 48,153	{ \$7 dividend Tls. 5 interim for 1904/5	8 % Tls. 159 sales
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 48,711 Tls. 59,880 }	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6 % Tls. 187 sales
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	{ \$2,100,000 Tls. 17,500 }	\$206,615	\$20 for 2nd half year making \$26 for 1904	6 1/2 % \$391 sellers
Yangtze Paper Dock Company, Limited	37,000	\$100	\$100	{ Tls. 17,500 Tls. 17,500 }	Tls. 2,762	Tls. 18 for 1904	9 1/2 % Tls. 187 buyers
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ none Tls. 34,000 }	\$9,989	\$24 for year ended 30.6.1904	8 % \$294 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ Tls. 8,000 Tls. 8,000 }	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 % Tls. 145 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$100,000 }	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 % \$145 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$350,000 Tls. 20,976 }	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 % \$125 sellers
Hotel des Colonies Company, Limited (Shanghai) ..	9,000	Tls. 25	Tls. 25	{ Tls. 20,976 \$200,994 }	Tls. 7,202	Tls. 24 for the year ending 31.3.1905	12 1/2 % \$13 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,994 \$50,000 }	\$11,958	70 cents for 1904	7 1/2 % \$40 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none Tls. 828,813 }	\$377	\$3 for 1904	7 1/2 % \$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 170,000 Tls. 67,300 }	Tls. 40,766	{ Tls. 3 final and Tls. 2 bonus making 1s. 8 for 1904	7 % Tls. 118 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none Tls. 67,300 }	Tls. 670	Tls. 5 for 1904	10 % Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 67,300 Tls. 67,300 }	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 % Tls. 125
Wei-hai-wei Land and Building Company, Limited ..	3,764	Tls. 25	Tls. 25	{ none Tls. 5,150 }	Tls. 5,150	None	5 1/2 % Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none Tls. 5,150 }	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 % \$55 sellers
COTTON MILLS.							
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none Tls. 11,655 }	Tls. 11,655	Tls. 4 for year ended 31.10.1903	0 1/2 % Tls. 37
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ none Tls. 22,862 }	\$22,862	50 cents for the year ending 31.7.04	3 % \$16 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,227 }	Tls. 13,629	Interim of 3 % a/c 1898	...
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 35,227 Tls. 8,115 }	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 8,115 Tls. 8,115 }	Tls. 22,050	4 % for 1897	...
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	{ none Tls. 24,820 }	Dr. P. 2,584	\$125 for year ending 30.6.1900	...
Philippine Company, Limited	7,500	\$10	\$10	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	First year	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000 Tls. 25,000 }	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 % \$115 buyers
MISCELLANEOUS.							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none Tls. 1,161 }	£161	First year	...
Pell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none Tls. 1,182 }	\$1,182	6d. per share for 1903	5 1/2 % \$54 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none Tls. 1,182 }	\$1,182	\$3 for 1904	8 1/2 % \$36
Central Stores, Limited	6,000	\$15	\$15	{ Tls. 1,182 Tls. 1,182 }	\$1,182	{ Final of 60 cents making \$1.80 for 1904	8 1/2 % \$21 sellers
Do. (Founders)	123	\$15	\$15	{ Tls. 1,182 Tls. 1,182 }	\$1,182	None	...
Do. (New Issue)	24,000	\$15	\$15	{ Tls. 1,182 Tls. 1,182 }	Nil.	Preferential of 7 per cent for 1904	6 1/2 % \$3 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 30,000 }	Tls. 718	\$1 for 1904	7 1/2 % Tls. 65 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000 Tls. 30,000 }	Tls. 718	Tls. 5 for 1904	7 1/2 % \$17 sales
China Light and Power Company, Limited	30,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000 }	Tls. 718	None	...
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000 }	Tls. 718	80 cents for 1904	9 1/2 % \$17 sellers
Dairy Farm Company, Limited	25,000	\$74	\$74	{ Tls. 30,000 Tls. 30,000 }	Dr. Tls. 152,318	\$14 for year ending 31.7.1903	...
E. L. Mondon, Limited	50	Tls. 50	Tls. 50	{ Tls. 30,000 Tls. 30,000 }	\$2,706	Tls. 5 for 1902	8 % \$91
Fraser and Neave, Limited	100,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000 }	\$95,054	\$5 div. and \$21 bonus for 1903	7 1/2 % \$24 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000 }	\$95,054	\$5 for 1904	7 1/2 % \$17 sellers
Do. (New Issue)	100,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000 }	\$95,054	First Year	...
Hall & Holt, Limited	21,000	\$20	\$20	{ Tls. 30,000 Tls. 30,000 }	\$7,551	Final of \$14 making \$24	10 % \$45 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ Tls. 30,000 Tls. 30,000 }	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 % \$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none Tls. 1,747 }	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	5 1/2 % \$177 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ Tls. 1,747 Tls. 1,747 }	\$1,747	\$15 for year ending 30.1.1904	4 1/2 % \$114 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ Tls. 1,747 Tls. 1,747 }	\$1,747	Final of \$17 making \$17 for 1904	7 1/2 % \$242 sales
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ Tls. 1,747 Tls. 1,747 }	\$1,747	\$10 for 1904	7 1/2 % \$154 buyers
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	{ Tls. 1,747 Tls. 1,747 }	\$2,999	{ Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	10 1/2 % \$171 buyers
Kat Brothers, Limited	10,000	\$100	\$100	{ Tls. 1,747 Tls. 1,747 }	\$475,000	\$8 for 1903	6 % \$135 buyers
Lee, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ Tls. 1,747 Tls. 1,747 }	\$21,582	Interim of \$5	7 1/2 % \$145 sales
Maatschappij tot Mijn. Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 1,747 Tls. 1,747 }	Tls. 35,849	1st quarterly of Tls. 74. paid 15.3.05	15 1/2 % Tls. 220 buyers
Maynard and Company, Limited	3,400	\$10	\$10	{ none Tls. 1,747 }	...	\$2 for year ended 31.10.1904	9 % \$23
S. Moutrie & Company, Limited	4,000	\$50	\$50	{ Tls. 1,747 Tls. 1,747 }	\$832	{ Final of \$3 making \$5 for the year ending 30.6.04	9 % \$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ Tls. 1,747 Tls. 1,747 }	Dr. \$5,537	None	...
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 108,172 }	Tls. 8,011	Final of Tls. 5 making Tls. 44 for 1904	7 1/2 % Tls. 112 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 45,000 }	Tls. 10,247	Tls. 5 for 1903	4 1/2 % Tls. 75 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000 }	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 % Tls. 152 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 170,000 Tls. 170,000 }	Tls. 17,220	Final of \$76 making \$76 for 1904	4 % Tls. 450 buyers
Singapore Dispensary, Limited	600	\$50	\$50	{ Tls. 170,000 Tls. 170,000 }	\$1,769	\$64 for year ending 31.7.1904	8 % \$80
South China Morning Post, Limited	6,000	\$25	\$25	{ none Tls. 1,747 }	Dr. \$39,020	None	...
Team Laundry Company, Limited	5,000	\$5	\$5	{ none Tls. 1,747 }	\$3,644	60 cents for year ended 31.5.04	8 1/2 % \$7 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	{ Tls. 1,747 Tls. 1,747 }	\$700	First Year	...
Straits Trading Company, Limited	250,000	\$10	\$10	{ Tls. 1,747 Tls. 1,747 }	\$84,813	\$10 for second half year 1904	13 1/2 % \$50 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	{ Tls. 1,747 Tls. 1,747 }	Tls. 2,025	{ \$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2 % Tls. 100
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 1,747 Tls. 1,747 }	Tls. 2,211	Tls. 2 for half year	...
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ Tls. 1,747 Tls. 1,747 }	\$180	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 % Tls. 125 sales
Do. (Readers)	100	\$10	\$10	{ Tls. 1,747 Tls. 1,747 }	\$20,000	{ 90 cents \$20.70 } for year ended 31.5.1904	9 1/2 % \$99 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ Tls. 1,747 Tls. 1,747 }	\$2,833	Interim of 50 cents for 1904	7 1/2 % \$122 buyers
William Powell, Limited	12,000	\$10	\$10	{ Tls. 1,747 Tls. 1,747 }	\$588	Interim of 50 cents for year 1901/1902	10 1/2 % \$114 buyers

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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MARRIAGE.

At the Registrar General's Office, by Special Licence, E. L. STAINFIELD, Chief Engineer, s.s. *Tai On*, to WINIFRED TERRANCE CURRAN.

DEATH.

Suddenly, at 7.30 p.m. May 7th, at his residence, 158 Yamamoto-dori, 3-chome, Kobe, JOSEPH MICHAEL XAVIER, aged 39 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MAY 20, 1905.

PRAYA EAST RECLAMATION SCHEME.

(15th May.)

The result of the meeting of marine lot holders interested in the Praya East reclamation scheme, at which a resolution was carried, almost unanimously, to the effect that "it is inexpedient at the present time to take any further steps towards the proposed reclamation," must have come as a surprise to the vast majority of people not directly connected with the movement. It has been conceded that the city of Victoria has been overcrowded for the past quarter of a century; and when the western and eastern districts were brought into closer communication with the central portion of the island by means of the electric tramways, it was confidently believed that the congestion of the tenement houses within the city

limits would be relieved if not altogether removed. It appears, however, from the statements made public at the meeting on Saturday, that the filling-up of the Wanchai district, following the introduction of the tramways, did not realise expectations. Why this should be the case, it is difficult for the ordinary intelligence to understand. Every official statistical statement with reference to the population of the Colony shows that there is no standing still—the number of inhabitants is annually increasing in the ratio of the increasing volume of trade of the port. So that only one conclusion can be arrived at, and that is, the extreme congestion of the population within the city has been allowed to become even more acute than before, although not necessarily house-crowding but surface crowding. The new Public Health and Buildings Ordinance had a beneficial effect in preventing the overcrowding of houses in the native quarter, but in order to meet all requirements it seemed necessary, at least to the ordinary man, to provide accommodation in the direction of the Praya East. Where we think the Government might have slipped in to the assistance of the inhabitants, is in preventing the erection of houses to the inordinate heights they have reached in proportion to their width; such, for instance, as the tenement houses within the area bounded by Wellington Street, d'Aguilar Street, Sturton Street and Aberdeen Street. If these houses had not been permitted by law to rear themselves up to the heights they attain, by successive additions of storey upon storey, it would follow that better light and ventilation would be afforded, and the narrowness of the street along which the houses in question stand would not exercise the unhealthy influence they do under the present condition of things. Moreover, such a limitation imposed on the builders would of necessity have led to the population spreading over a wider area than it does at the present time. The tenement houses in Des Voeux Road, for instance, are in no respect satisfactory as examples of what model buildings for the Chinese working-classes should be, and our legislators were sadly remiss when they consented to the property owners deriving the maximum advantage of the space they were entitled to without having that due regard to the public health and the interests of the community in general which would certainly have resulted if the depth of the houses had been reduced to correspond with their small width. It must be taken for granted that for the next ten years or so the consummation of the reclamation of the eastern section of the harbour will not be brought up again for consideration. When it is remembered that, according to the estimate, 15 years will be required before the reclamation as now planned can be completed, it will be seen that Hongkong can have no material addition to its habitable area for the next quarter of a century. It may be taken for granted that not an inch of ground is now available in the lower position of the city for dwelling houses of the class suited to the requirements of the lower orders in Hongkong. The increase of the population of the Colony, according to the official census, has been at the following rate: 1881, 160,402; 1891, 211,441; and 1901, 283,075. The estimated population of the Colony, exclusive of the New Territory, on 30th June, 1903, was 326,081. So that in less than 25 years the population has more than doubled itself. With this increase constantly going on, while the habitable area is incapable of expansion, Hongkong must face the problem of how these people are to be accommodated. It must provide houses for at least 160,000 newcomers within the next 25 years, and there seems to be no prospect of any endeavour being made to do so. The number of vacant tenements in Wanchai would certainly not alone be sufficient to meet anything like the demand which is likely to grow up. From the report of the Assessor for 1903-04, there were 165 vacant tenements only in the whole city of Victoria on an average per month last year. It is thus clearly obvious that the postponement of the Praya East reclamation scheme is a loss to the Colony, even if it be in any way a gain to the present marine lot holders in that locality. At the same time we cannot commend the action of the Government in exacting the premium from the lot holders to the extent it has done; for it has to be considered that the building land which will be acquired by the property owners on completion of the reclamation would have a greater intrinsic value than the cost of the reclamation. The Government would be compensated by the ground rents and the rateable improvements which would follow as a concomitant of the reclamation. We deem it the duty of the Government to foster and encourage private enterprise and

to study the interests of the Colony generally. The provision of larger accommodation for healthy dwellings is, however, one of these functions which devolve upon the Executive in the interest of the public weal; and it should not look to private individuals for any benefits that may accrue to the Colony as a whole; it should not expect sacrifices to be made by any one section of the community in favour of another.

THE PEAK TRAMWAYS.

(16th May.)

The question of constructing a new high-level tramway to the Peak has remained in abeyance for some time, since the second reading of the Bill by the Legislative Council. Nobody has ever dreamt that the Legislative Council would refuse the concession, in view of the fact that the proposed tramway would prove an undoubted boon to those who reside in districts which are not served by the present tramway, and the scheme submitted by Mr. Findlay Smith—who has given years of thought to the project—has received the encomiums of all who have had the privilege of considering the details. But it was with no little surprise that people learned yesterday, when we made the first announcement, the intention of the Hongkong High-Level Tramways Company to sell their undertaking to a new company, which would also work the proposed new tramway to the Peak. It had been hoped that, besides affording additional facilities to those who reside on the Peak, the new tramway would give a healthy impetus and stimulus to the existing high-level tramway. The prosperity enjoyed by the present Company, while it has been well-deserved, might have been apt to lead to a relaxation in the effort to meet the public requirements; and indeed it has been suggested, with some show of reason, that the service during certain hours of the day, at any rate, might without undue effort be increased. With the competition which would have, in the ordinary course of things, arisen as the result of the inauguration of the new concern a fresh lease of life and energy would have been given to the old Company. It appears, however, that arrangements have been made, or are in process of completion, whereby an amalgamation of interests will take place, and both lines will be worked by the same management. It is with some regret the general public will hear that the spirit of rivalry which would have been fostered and encouraged by the presence of two separate tramway companies in the field, has been fostered in the bud by this proposed amalgamation; for, however admirable it may appear from a business point of view, it hardly tends to that high efficiency and healthy competition which individuality engenders. In other words, in place of a new enterprise, we have a continuance of the monopoly which has been held by the Hongkong High-Level Tramways Company for many years. Under certain conditions, and for certain purposes, the monopoly system has much to recommend it; but when the public interests and requirements are concerned it is distinctly to be condemned. In this case, it was to the interest of the general public, and particularly to those who reside in the district of the Peak, to have the advantage of two distinct tramway services, but where public interests clash with private concerns, it is usually the latter which gain the day. The facts in connection with the amalgamation have not as yet been disclosed, beyond this that the shareholders of the present Company are to be paid \$200 per share, either in cash or in shares of the new Company, at the option of the shareholders. It would be interesting to learn how far the shareholders of the Hongkong High-Level Tramways Company have acquiesced in this arrangement. It would also be interesting to learn whether they have been consulted with regard to the proposed amalgamation at all; and whether they had the opportunity of declaring their views on the subject in any shape or form. The question involves an important principle, in a community whose interests are so largely bound up in joint-stock enterprises, and the precedent which will be created by the sale of the present Tramway Company is one that may be fraught with much evil for other companies in the future. And, again, it is matter for speculation whether the terms on which the proposed amalgamation have been arranged, would be sufficiently attractive for the average shareholder of the present Company. It must be borne in mind that the

operations of the Hongkong High-Level Tramways Company have proved exceedingly remunerative, and the dividends have been amply sufficient to satisfy the most carping shareholder. But here the shareholders are asked to withdraw their funds from a safe and paying enterprise and to embark them in an amalgamated concern which, it cannot be expected, will give equal return for some years to come. For, it should not be forgotten that the new tramway is intended to tap a district which is at present but sparsely populated, and is, indeed, designed to create, rather than immediately to supply, a new residential area. Of course, the shareholders have the option of selling out, but that is a somewhat arbitrary suggestion; and indeed is on the same lines as the old saw: "If you don't like it, why, lump it." No mention is made of the names of those forming the new Company which will take over the amalgamated concern. We are told who are the members of the Consulting Committee and these are sufficient to inspire respect and begot trust; but it would be still more satisfactory if the negotiations for the sale and purchase of the undertakings were a little more detailed. There are many possibilities in the conception and carrying out of such an arrangement as that proposed by the Hongkong High-Level Tramways Company and it is generally well to be on the safe side. It is noteworthy that this announcement is made while the originator of the proposed new line to the Peak, Mr. Findlay Smith, is out of the Colony; but, of course, that may be only the hazard of circumstances. There is a great deal to be explained with reference to the transfer, and while no one would for a moment even hint that everything is not on the square and above board, it would be decidedly better if the conditions and terms of the amalgamation were more fully set forth, and some indication given that the interests of the general public will not be allowed to suffer by the transaction.

THE CHINESE EXCLUSION TREATY.

(17th May.)

From the telegrams which were published the other day from our Shanghai correspondent, it is clear that the merchant guilds of China are resorting to vigorous measures in retaliation for the attitude of the United States in proposing to exclude all Chinese from that country. It has been sufficiently difficult in the past, and under existing conditions, for Chinese to secure admission to the United States, and now, but the proposed Chinese Exclusion Treaty, which has been drafted at Washington, is even more drastic in its terms than the present one. By the Act which is now in operation it is possible for Chinese who are not paupers, who are not likely to become a burden on the rates, and who fulfil certain requirements, to pass the officials of the Immigration Department. Now, however, it would appear that the United States Government, pandering to a popular cry which has been fostered and raised by the paid agitators of the States, have framed a Treaty which excludes not merely Chinese of the labouring classes from that country, but also Chinese no matter what rank or standing they may hold. At present, a considerable number of Chinese scholars are annually sent to the United States with the object of completing their studies; but apparently the new Treaty, if signed by China, the second party to the agreement, would even operate against such a legitimate desire as the wish to obtain a modern education. Besides, a considerable number of Chinese travellers to Europe have been accustomed to take the shorter route across America, passing over United States railway lines; but so far as can be seen, even that form of innocent pleasure will be denied them in future. It is claimed by the press of the Western States that the Canadian Government have been disgracefully lax in dealing with Chinese immigrants; and it is also charged that the Canadian Pacific Railway Company have actually set out to make a profit by importing Chinese coolies into Canada and afterwards helping them to outfit the frontier guards; and enter the United States by some back-door arrangement. There may be a modicum of truth in the allegation, but those who have lived in the East are well aware that the Chinese coolie is quite capable of effecting a surreptitious entrance to the United States from Canada without the help of any outsider. This question has touched Chinese sentiment much more acutely than any other for some time past. The suggestion of such a Treaty is a decided blow to the prestige and honour of Chinese mercantile firms; and if adopted by the Waiwupu would set up an effective barrier to the Chinese who had business in America. Last week, we are

told, there was a large gathering of influential and prominent Chinese merchants and members of the gentry, at the Chinese Chamber of Commerce in Shanghai, to discuss the question, and apparently there was some straight talking on the subject. The Chinese Ambassador at Washington had refused to sign the Treaty, and now the United States Government thought to over-ride his views by getting the Treaty signed in Peking, where, it might be hoped, there would not be the same intimate knowledge of the results which would accrue from the Treaty's operations. The Chinese merchants, however, alive to their own interests and fighting the battle of their compatriots, are up in arms against the Treaty and failing success in dissuading the Foreign Office from signing the document, they have determined to adopt the only means remaining in their power to vent their hostility. They propose to retaliate by boycotting "everything and everyone American" (as our correspondent put it). What that means to the United States is beyond estimate. The United States has been feverishly working to gain a trade connection with China, and innumerable reports on the openings in China for American goods have been scattered broadcast over the land. Some of the cleverest commercial attaches in the American diplomatic service have been deputed to exercise their abilities in the Middle Kingdom, and now that the connection has been established and future successes loom ahead this sudden boycott has been sprung upon them. It will be allowed that just as the United States Government will fall to restrict all immigration of Chinese to the States so the Chinese will fall to exclude all things American from China. But the loss will be greater to America than the effect of the Exclusion Act on the Chinese. Of course, a popular and representative Government has occasionally to pander to the whims and fancies of all sorts of people, but it might have been thought that the Republicans, with Roosevelt at the head of affairs, would have found themselves sufficiently strong to resist the vapourings of street-corner demagogues. The Treaty at present in force has worked as well as most treaties do which aim at restricting human desires, and it might have been allowed to remain. However, the Washington officials thought otherwise, with the result that they have stirred up a hornet's nest about their ears, and brought a rupture of commercial relations with a vast and populous country within the range of possibility. The Shanghai merchants are quite capable of carrying their threats into force, and if all the merchant guilds of the Empire join hands there will be an immensely powerful instrument at the command of the Chinese opposition. American financiers, railroad men, and commercial houses will find themselves in a *cul de sac* when it comes to the inevitable "deal." But that is proceeding on the assumption that the Waiwupu will sign the Treaty. The probability is that, taking heed of the enormous weight of Chinese opinion, the Waiwupu will reject the Treaty as it stands, and refuse to have anything more to do with it until the objectionable clauses have been expunged, and a fair measure of justice to the Chinese race granted. Then the United States will be in a quandry, and it will be interesting to see how they succeed in retiring from an untenable position without losing face.

CHINA'S NEUTRALITY.

(18th May.)

The important news which we received late last night from our special correspondent regarding the presence of a fleet of Chinese junks, presumably laden with provisions, awaiting the approach of the Russian squadron off Cape St. John's, brings into prominence the question of Chinese neutrality. In the present case it is quite clear that so long as the junks remain in their present position there can be no violation of China's attitude of neutrality. Twenty miles off the coast of Kwangtung is well beyond the limit of territorial waters. But China is in a peculiarly difficult position, and it is doubtful if the authorities in the Middle Kingdom could possibly interfere with Russian designs should Rodjestsvensky decide to utilise any of the numerous bays along the coast for the purpose of taking in provisions or making necessary repairs. The Waiwupu is keenly alive to the dangers of the situation, but from the reports published only the other day it would seem that the Chinese Government are determined to adopt a policy of masterly inactivity. They have refused to send warships to Canton; they have no intention of patrolling the coast; they will simply act the part of interested spectators. It is true that the Chinese authorities have received instructions to hinder in every way any schemes

which might be formed by Cantonese merchants to supply goods to the Russian fleet. They have been warned that China's neutrality must be preserved from violation by Chinese subjects at all hazards. But, says the Admiral of the Fleet, it would be useless to send warships to enforce that neutrality, because the Japanese did not respect China's position when her warships ran into Chefoo and sank the *Katsuragi*. Therefore, China will merely issue commands that neutrality conditions must be respected, and trust that this cry in the wilderness will suffice to scare the Russians away from neutral ports. It has to be admitted that China occupies an unenviable position in the midst of the belligerents. No doubt the authorities would be only too willing to escape the effects of any violation of the neutrality regulations, but as a matter of fact China is merely a pawn in the game. 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prises. It seems that the Chinese Government intend to continue running the Arsenal under its present management, but the dock and engineering department will become a "purely commercial undertaking." On the face of it, that seems to be a step in the right direction, but the sinister information is added that this "purely commercial undertaking" is practically in the hands of two Viceroy, Yuan Shih-kai and Chou Fu, although it is only claimed that they are "interested" in the business. Where two officials of the standing of Viceroy are concerned, however, the very fact that they are in the least degree connected with a so-called commercial undertaking, is sufficient to arouse suspicions as to its independent character. It is one of the accepted principles of public life, that those who represent and govern the people should retire from any business which their position might be apt to influence to the detriment of the public welfare. The principle is so well understood in England, that only a few years ago Lord Hardwicke, on becoming a Minister of the Crown, was compelled to sever his partnership in a Stock Exchange firm, in order that he might discharge his duties to the country with an unbiased mind and free hands. Viceroy Yuan Shih-kai and Chou Fu may be most exemplary officials in their way, but if they succeed in stifling the instincts of personal interests in favour of the public weal, it will be a unique example of will power. The new undertaking will, we are further told, be entrusted with Government work—and here is the trail of the serpent. One of its first tasks will be the gradual reconstruction of most of the vessels of the Peiyang squadron; and it is another quaint fact that the Admiral of that fleet is also director-general of the new works. In other words, the Chinese Government have no use for private enterprise as we understand it. The Government determine to call a certain engineering yard a "commercial undertaking," but it takes good care to see that two Viceroy are "interested" in it, and that the commander-in-chief of the squadron, which will provide the greatest amount of work for the business, is also director-general of the undertaking. Such a condition of things could not exist for a single moment, when it had once come to the public knowledge, in Great Britain or the more advanced manufacturing countries of Europe. Viceroy are more than public men; they are rulers, with dignities, powers and rights almost equal to those conferred on sovereigns. Their slightest wish is a command, and their sycophants look up to them as the Egyptians looked up to the sun-god Ra. It cannot be said, then, that their interest is likely to be impersonal, or that they would be willing to encourage rival industries and foster outside competition. Yet private enterprise is the life-blood of a country. It is the pivot around which may be discerned the causes leading to a widening of the revolutions in the direction of the new spheres of labour and industry. A monopolistic country, where the Government not only supports the monopoly but actually takes a share in working it, is not going forward. We say nothing about the abuses likely to spring from such a state of affairs; they are obvious to all. The writer of the paragraph giving this information brings in a curious addendum to his remarks. After saying that two Europeans, one of whom is superintendent of the International and Cosmopolitan Docks, while the other is the senior boiler-maker in Farnham, Boyd & Co.'s employment, the paragraph continues—"It is evident that the breaking-down of the monopoly hitherto held by Messrs. Farnham, Boyd & Co. is widely welcomed." Not another word in explanation of the reason why it should be welcomed, but merely the general statement. It is here that we join issue. The writer, it must be clear to all, laboriously goes out of his way to refer to what he terms the "monopoly" of Farnham, Boyd & Co., and to express the opinion that the breaking-down of that monopoly will be welcomed. When that remark is read in conjunction with the present state of the stock exchange in the North, after the action taken by a very large body of shareholders in the amalgamated companies, the object of the writer is not very far to seek. The "bear" element must have prevailed upon the scribe when he came to pronouncing judgment as to the beneficial results which will follow from the new undertaking—beneficial because it will, for one thing, assist in breaking-down the monopoly enjoyed by Farnham, Boyd & Co.; beneficial, because that single result will be "widely welcomed." Notwithstanding the hopes of the writer of the paragraph, the engineering works run by an Admiral, with two Viceroy as patrons, is scarcely on the same plane as Farnham, Boyd & Co.'s enterprise, and the interests of the northern port may be trusted to uphold what is really a "private enterprise." We have repeatedly been told in the public prints that the business of Farnham, Boyd & Co. is the largest, and promises to become the most flourishing of its kind in the Far East, affording at the same time a safe investment for capital. The suggestion in these circumstances, that the *admiral*

private enterprise, which is bound hand and foot to officialdom, will seriously affect the *bona-fide* business of Farnham, Boyd & Co., is just a trifle too far-fetched. But it is the straw which shows how a side-wind is blowing in Shanghai. The Kiangnan works are furnished with a most complete and modern plant, it is stated, and a large staff of skilled operatives is immediately available. That is very satisfactory, no doubt, but it is all aimed at the defeat of private enterprise. In the Mackay Treaty, of 1902, special reference was made to this question of private enterprise. Under Article IX the Chinese Government specifically undertook to "re-cast her present mining rules in such a way as, while promoting the interests of Chinese subjects and not injuring in any way the sovereign rights of China, shall offer no impediment to the attraction of foreign capital, or place foreign capitalists at a greater disadvantage than they would be under generally accepted foreign regulations." That undertaking applied only to mining rights, it is true; but it is a principle of enormous value and potency, and it might well be applied to all manner of private enterprises in China.

With reference to a paragraph which appeared in yesterday's issue, entitled "Mysterious Ship in Hongkong," it appears that a good deal of misconception has occurred respecting the tenor of the article. It was explained that rumours had arisen as to the objects and intentions of the *Macquarie*—the vessel concerned—and with the purpose of laughing these rumours to scorn we submitted some heavy badinage on the subject. To-day, we had a visit from Mr. Howard Hinton of Messrs. W. & A. McArthur, Ltd., Sydney, who explained that the description given of the *Macquarie* in no way fitted that vessel, while the rumours which were alleged to have arisen were totally without foundation. Of course, we were well aware of that, and never for a moment dreamt that the rumours would have been taken seriously. We certainly had no intention of hinting, far less suggesting, that there was anything suspicious about the vessel, knowing that it was in the hands of one of the most reputable firms in Hongkong. As for the idea that she was ever under surveillance that is, of course, the height of absurdity. It was only to still idle tongues and throw cold water on fatuous rumours that we inserted the paragraph, and we can only regret that it has caused annoyance to those in charge of the *Macquarie*.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

RICE FOR JAPAN.

[From Our Own Correspondent.]

Shanghai, 15th May, 2.15 p.m.

The steamship *Morris* has been sold to a company, whose name has not transpired, at a price, not yet disclosed.

The money in payment of the vessel was paid through the Yokohama Specie Bank.

It is believed that the *Morris* is intended to carry rice from the south to Japan.

In the event of any port in Japan to which the vessel has cleared being blockaded she has instructions to proceed to Manila.

CHINESE ANTI-AMERICAN MOVEMENT.

[From Our Own Correspondent.]

Shanghai, 15th May, 2.15 p.m.

The natives of the Fukien Province, at a special meeting, passed even more violent anti-American resolutions than those passed by the Cantonese, boycotting everything and everyone American, in retaliation for the adoption of the Chinese Exclusion Act in the Philippines and the United States.

SHIPS FOR THE BELL-GERENTS.

[From Our Own Correspondent.]

Shanghai, 15th May, 2.15 p.m.

Messrs. Butterfield & Swire have sold seven ships to the two beligerent Powers.

DROWNING FATALITY.

AT SHANGHAI.

300 LIVES LOST.

[From Our Own Correspondent.]

Shanghai, 16th May, 1905, 12.15 p.m.

At 1.30 p.m. on Monday, the launch *Ningpo*, Chinese-owned, with

four hundred native passengers on board, when about leaving Ningpo for Changhai, in connection with the Chu-tsun-wai festival, capsized as she was swinging out of the wharf.

Three hundred of the passengers were drowned.

The launch carried a far larger number of passengers than authorized by her licence; the number which she was registered to carry is only eighty.

CONFIRMATORY NEWS.

[From Another Correspondent.]

Shanghai, 16th May, 1905, 2.10 p.m.

A report has been received here stating that the Tanghai-Chusan steam ferry sank with the loss of nearly three hundred lives.

REPORTED GERMAN DESIGNS.

IN THE NORTH.

[From Our Own Correspondent.]

Shanghai, 16th May, 1905, 2.10 p.m.

There is a Chinese report current that Germans have landed on an island to the north-east of Kiangsu, but the German Consul here, on being interviewed, denies the truth of the rumour while admitting having also heard of the report.

In certain quarters the report is attributed to Japanese origin.

[Private Telegram.]

LANGKATS.

Messrs. Benjamin, Kelly & Potts are informed by wire that the Maatchappi tot-Mijn-Bosch-en Landbouw-exploitation in Langkat have declared a dividend of Tls. 5 per share for the second quarter 1905, payable in Shanghai on the 15th proximo.

Opium for China.

[From Our Own Correspondent.]

BOMBAY, 17th May.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 397 chests of Malwa opium. Prices are as follows:—

Malwa (New) ...Rs.	1,500
" (Old)	1,720
" (Older)	1,850
" (Oldest)	2,000

THE BALTIC FLEETS.

IMMENSE PROVISIONING FLEET.

150 DEEPLY-LADEN JUNKS WAITING ORDERS.

LYING NEAR CAPE ST. JOHN.

[From Our Special Correspondent.]

Kwong-chow-wan, 17th May, 1905, 3.10 p.m.

I have had ocular evidence that the Baltic Fleet is not likely to suffer from any lack of provisions.

The voyage South from Hongkong since Tuesday morning was not marked by any special incident, until we reached the vicinity of Saint John's Cape.

I was keeping a sharp look-out for the Baltic Fleet, because from private information I had received there seemed every probability that we should come in touch with the Russians a good deal farther north than we had been led to expect when I left Hongkong.

Yesterday evening, about eleven o'clock, we sighted what, at the first glance, seemed to be an immense squadron lying low in the water. A few lights were showing.

Our steamer approached the unknown "fleet," and found that some one hundred and fifty junks—probably more, because in the darkness it was impossible to count them with anything like accuracy—riding at anchor.

The junks were deeply laden. The position of the provisioning fleet of junks was about twenty miles to the south-west of St. John's Cape.

As we neared the junks, they hoisted signal lights, but on recognizing our steamer the signals ceased.

The appearance of the fleet of junks when the lights were hoisted, and were flashing over the water, reminded me of Hongkong harbour on a quiet night, with its myriad lights. The junks were evidently under the command of some central authority, but I could not discover whom.

We proceeded on the voyage to Kwong-chow-wan, which was found

to be perfectly quiet and undisturbed by the proximity of the Baltic Fleet.

I hope to be able to send you some further details of the movements of the Baltic squadron later in the day, and am advised to proceed towards the south immediately.

[Cape St. John's is a promontory on St. John's Island which is situated off the coast of the Chinese province of Kwangtung. It is no great distance from the port of Kwanghai, being situated in latitude 21.40 N. longitude 114.5 E.—Ed., H.K.T.]

"PALLADA" REFLOATED.

[From Our Own Correspondent.]

SHANGHAI, 18th May, 4.10 p.m.

The Japanese have refloated the Russian warship *Pallada*.

[The *Pallada*, together with the *Rurik* and *Tsarevitch* were placed completely *hors de combat* by the action of the Japanese fleet on the 9th February, 1904. She has been lying aground at the entrance of the harbour of Port Arthur ever since. The *Pallada* is a second-class cruiser of 6,530 tons and was built in 1902. Her speed was given at 20 knots.—Ed., H.K.T.]

CHINA AND CONTRABAND GOODS.

PROPOSED SEARCHING OF SHANGHAI GODOWNS.

TAOTAI'S ACTION.

[From Our Own Correspondent.]

SHANGHAI, 18th May, 11 a.m.

It is reported that the Taotai of Shanghai, being anxious to preserve the neutrality of that port, has asked the Viceroy of Nanking to request Sir Robert Hart, to communicate with the Commissioner of Customs at Shanghai, instructing him to appoint a special officer for the purpose of immediately examining all the godowns and storehouses in the port, with the object of discovering whether there are any contraband goods concealed.

RUSSIAN SECRET AGENT AT SHANGHAI.

CABLE COMMUNICATION ENDANGERED.

[From Our Own Correspondent.]

Shanghai, 18th May, 5.30 p.m.

A strong rumour has gained currency here that a European, stated to be an agent of the Russian Government, and who is well-known in Shanghai, left at the end of last week on board a chartered steamer, with the object of trying to grapple and cut the cables communicating with Japan and Europe.

It is also reported that one hundred thousand taels has been offered if the enterprise proves successful.

THE MERCANTILE BANK OF INDIA, LTD.

ANNUAL MEETING.

Proceedings at the annual general meeting held at Winchester House, Old Broad Street, E.C., on the 18th day of April, 1905, Sir Alexander Wilson (the chairman), presiding.

The Chairman: Gentlemen, I will ask the secretary to read the notice convening the meeting, and also the auditors' report.

The Secretary (Mr. W. S. Robilliard) read same.

The Chairman: Gentlemen, you have had the report and balance sheet in your hands for some time, and I presume we may take them as read. (Hear, hear.) In proposing their adoption I will follow my usual custom of referring very briefly to some of the principal items in the accounts. On the debit side there is little to be said, except that I might call your attention to the fact that the dividends and acceptances against outward shipments show a very substantial increase on the figures of the previous year. (Hear, hear.) On the other side you will notice that the items of cash, bullion, and Government and other guaranteed stocks aggregate nearly £1,000,000, and behind this there is the perfectly liquid asset of close upon £1,800,000, comprised of bills receivable, Loans receivable, and advances also show an amount a little larger than that of last year.

The whole position shows that the resources of the Bank were somewhat more fully employed than they were a year ago. The small item of freehold banking premises shows a decrease of about £100,000, which is owing to the sale of our Bombay premises. Some time ago we found it expedient to move to other premises in Bombay more in the centre of business, and these we hold on lease at an annual rental. Twelve years ago we took over the premises account of the Chartered Mercantile Bank at the sign of the Anchor, and being satisfied that it taken as a whole they were certainly over value. This individual item, however, shows on realization a deficiency of about £2,800, which has been met out of the year's profit, although the result is to accentuate the under-valuation of the premises which still remain. Turning to the Profit and Loss Account, the gross profit for the year is £1,000,000, after providing for bad and doubtful debts the net profits £600,000, of which £1,455,181 is the interim dividend to be dealt with in December.

The interim dividend at the rate of 5 per cent. per annum paid in October on both classes of shares and the similar dividend now proposed will amount for £28,125, and I may remind you that these dividends are now being paid free of Income Tax. (Hear, hear.) We have added £30,000 to reserve fund and have set aside £2,000 towards an officers' pension fund. These appointments will be left to be carried forward.

As I have said before, when I have had the pleasure of meeting you, we attach great importance to the building up of our reserve fund, and we are glad that the profits of the year permit of our putting the above increased amount to our fund. We trust that the shareholders will also

approve of our setting aside the small amount I have mentioned towards the formation of a pension fund. (Hear, hear.) There are many ways in which the existence of such a fund is of a direct benefit to the Bank as well as to the staff, and we propose from time to time, as the position and profits of the Bank may permit, to make similar moderate grants to this fund. I will now formally move "That the report of the Directors with audited statement of accounts and balance sheet for the 31st December, 1904, presented to this meeting, be adopted, and that a dividend on the 'A' and 'B' shares of the Bank at the rate of 5 per cent. per annum, free of Income Tax, for the six months ended 31st December, 1904, as recommended in the report, be and the same is hereby confirmed." (Applause.)

Mr. R. W. Chamney: I beg to second the resolution.

No questions being asked, the resolution was put to the meeting and carried unanimously. Mr. Nelson: If that is the end of the agenda, I should like, with the permission of the Chairman, to propose a resolution which I am sure you will accept as heartily and cordially as I make it. We have to congratulate ourselves and the Board upon a very substantial improvement in the position of this Bank during the last year. The growth since the reconstruction—a word which I should be very glad to see dropped and forgotten at no distant date—has been steady throughout. We have had no setbacks, and although the progress has perhaps not been so rapid as we could have wished, it certainly has been steady, and now it is becoming each year more substantial, which is to the credit of the Board and to the benefit and the very great satisfaction of the Shareholders, I am sure. (Hear, hear.) I am particularly gratified to see the paragraph in the report in regard to establishing a fund for the benefit of the officers of the Bank. It is an indication, in my mind, that the Directors appreciate, as indeed I am sure they do, the vast importance of binding to them the executive of the Bank, so that the Board and the staff in London and all over India where the Bank has branches, should work like a hand together and pleasure amongst them an *esprit de corps* and a pleasure in the work they are doing. To my mind, that is absolutely necessary to bring about the success of any bank working with the kind of peace that it is necessary to have about you in conducting a business of this kind in the Far East, and indeed in the near East. I am not going to detain you with any further remarks upon the resolution which I have to propose to you. I beg to propose "That the thanks of this meeting be given to the Chairman, the Board of Directors and the Executive of the Bank, for their services during the past year," and in doing so we acknowledge with gratification the results which have been achieved. It is my special pleasure to put those all together, because the working of the whole of the Directors and of the Executive must be, as I said before, as a hand, or we shall not get the success that is indicated by the results we have had placed before us to-day. I have pleasure in proposing that resolution. (Applause.)

Mr. C. E. Melchers: With the greatest pleasure I second the resolution.

The resolution was unanimously adopted.

MISTRESS AND HOUSEBOY.

[From Our Own Correspondent.]

A rather interesting case was heard in the Summary Court to-day, His Honour Mr. Seymour Smith on the bench. Miss Edith Drew, an American, residing at 16 Hollywood Road, brought an action against Cheung Sing, who was formerly plaintiff's houseboy, for the sum of \$12.15. Last week the houseboy sued his mistress for \$12 wages, and judgment was given in his favour, but execution was stayed pending the hearing of a cross-action brought by the mistress against the houseboy.

The mistress now claimed \$12.15 which she alleged was made up in the following sums: One ice bucket, \$9.50; one tin of sugar, \$1.25; and one small tin of Lipton's tea, 90 cents. In her evidence, Miss Drew alleged that the houseboy had cracked the ice-bucket, and that the sugar and tea had mysteriously disappeared while they were under the defendant's charge. The houseboy, however, denied that he had cracked the ice-bucket—it was cracked, he said, before he went into plaintiff's service. As for the sugar and tea anybody could get at them because the keys were always lying about. The plaintiff had no evidence in corroboration, and His Honour remarked that judgment would have to be given for the houseboy with costs. As there were no costs, however, the Court informed the plaintiff that she would simply have to pay the boy his wages.

JUSTICE MEETING.

[From Our Own Correspondent.]

A meeting of His Majesty's Justices of the Peace was held this afternoon in the Justices' room at the Magistracy, to consider the transfer of the licence to sell intoxicating liquors on the premises known as the "Owl and Oyster Grill Rooms" No. 51 Des Voeux Road, Central, from Wallace Archie to Ward to one Harry Slater. The following Justices were present: Messrs. F. A. Hazledine (presiding), G. N. Orme, T. H. Haamer, and J. Craig.

P. W. Goldring of Messrs. Brutton Hett and Goldring appeared for the applicant, and said that his client bore a very good character, and had a good discharge from the U.S. Army, and desiring to do business here he had purchased the business in question. Mr. Hazledine said the matter had been referred to the police and they had no objection to offer, and he proposed that the application be granted, a course which was adopted unanimously.

EXTRADITION.

[From Our Own Correspondent.]

This afternoon Mr. H. E. Pollock, on behalf of the Portuguese Government, applied for the extradition of one Cheng Pat, for that he, with others not in custody, did in December last, raid and rob a junk in Portuguese waters. It appears that early in December last, the junk, of which Lee Chang was owner and master, proceeded to Macao with a valuable cargo consisting of opium, and being late in the evening he anchored off a village a few miles away from Macao, and about midnight the watchman came and told him to wake up, as robbers were approaching. He rose and went on deck, and just then a boat with a number of men in it came alongside, and the men, armed with fire-arms, and carrying paper torches, sprang on board, and commenced to terrorize the master and his *foffi*. The latter wore a low deck, and the robbers, to the number of ten, secured the boat, the defendant and, presenting a going up to the prosecutor to know where his money revolver, "emanating" to the prosecutor, being frightened, pointed to a trunk, and gave defendant his keys, saying all his money was there. The latter then opened the trunk and took from it \$50 in money, and a silver watch and other property belonging to the prosecutor. Finding there was nothing else in the box worth taking, and not being satisfied that that was all the valuables on the junk they hauled up the plank-door of the cabin and there discovered

the tin of cassia oil. These tin they immediately transferred to their *foffi*, and covering the prosecutor and his *foffi* with their revolvers, made off in a little distance away. The next morning the prosecutor took his junk to Macao, and made a report of the occurrence to the authorities. Prosecutor was able to swear to the identity of defendant as he had often seen him before, as he had been in the habit of coming on board the junk and levying blackmail in the sum of \$20 a time, to permit prosecutor to follow his trade without molestation, and prosecutor still had some receipts in defendant's hand-writing for the said sums as paid.

The case, after the evidence of the prosecutor was remanded.

PASS THEM ON.

[From Our Own Correspondent.]

The ss. *Glengyle* and *Gregory* *Algar* brought to this port within the last 48 hours, between them no less than 37 men of the undesirable class, deportees from Singapore and Saigon respectively. They were a most repulsive sight, as there were half, maimed, lame and deformed amongst them; but these defects notwithstanding, "criminals" was a word large across the countenance of each one of them. Under these circumstances it is scarcely to be wondered that they are not to be turned loose in our midst, to become a prey upon this community, which has enough and to spare in looking after its own undesirable, and later to become a charge on the taxpayers. Prompt measures have been taken and the stay of these lawless wretches on these hospitable shores has been short, for 22 of them were escorted on board the Swatow and Amy steamer this morning by our vigilant detectives, and the balance will be equally carefully seen out of the Colony in to-night's Canton boat, as thus we pass them on.

ATTEMPTED SUICIDE.

INSANITY THE CAUSE.

On Monday last a Chinaman, named Chan Kum, living at Wanchai, having decided that he was tired of his life, and preferring to join his venerable ancestors, jumped into the sea, which that object in view. His purpose was, however, frustrated, a Chinese constable, who was on the alert, going to the scene and succeeding in dragging the man out of his self-sought watery grave. The would-be suicide was charged before Mr. F. A. Hazledine this morning, but on his brother appearing, and undertaking to take charge of the man, who appeared to be insane, and send him to his home in Canton, by the first boat, he was discharged.

ARMED ROBBERY.

This afternoon Inspector Collett placed four of the toughest looking specimens of the Chinese bandits before Mr. F. A. Hazledine at the Magistracy, charged with committing an armed robbery at No. 20 Water Street, West Point, on the 4th inst., and therefrom stealing certain property of the aggregate value of \$50.

Mrs. Paulina Barros, in whose house the robbery took place, said that her husband was a clerk in the Rope Works. On the above date, at about ten o'clock in the morning, two men went to her house, the third defendant being one of them. They told witness they were sent by Government to repair the skylight of her house. They took measurements with a foot-rule. They then told witness to gather up her property and remove her furniture, and then left saying they would return to see that she had done so. The following morning at half past six o'clock four men went to the house. These were the first, third and fourth defendants. Witness was then asked with her daughter and a god-son. The second defendant remained outside. Her god-son went out of the room and the four men followed him.

To the Court: The first thing these men did was to tell witness they were going to open a skylight in the kitchen and made witness's god-son, who is aged 12 years, help to remove a bookshelf, near the fire place, while witness looked on. Then the first defendant caught hold of witness, and her god-son immediately pulled off the hands of her assailant. The other three men were in the room and saw it all. One man pressed her mouth, but he is not in the dock. The fourth defendant held the axe (produced) and threatened her with it. The man, who is not in Court, caught hold of witness by her hands and forcibly removed a gold-mounted rattan bag which she was wearing at the time. She was not recovered anything since. She things. Her daughter was in the room. She was ten years of age. The men rubbed pepper in her eyes, but nothing was stolen from her. The fourth defendant tried to take off her bangle, but it was too tight. The daughter was in the kitchen then, but witness could see all that went on. After the attempt to take the bangle her god-son went downstairs to the first floor, and called out, and then the men ran away, but the first man remained, holding witness by the neck, until the others got outside, then he ran. The first defendant was stopped by a man on the stairs. Witness never lost sight of the first defendant from the time he commenced to run, to the time he was handed over to Inspector Frith. Inspector Frith held the man till the police came and arrested him. He saw the second defendant for the first time on that occasion. The case is proceeding.

LAND SALES.

At the offices of the Public Works Department this afternoon, by order of H.E. the Governor, the following lands were sold as follows:—One lot of Crown land above Conduit Road, Hongkong, for a term of 75 years commencing from the 10th July, 1905. This lot is registered as inland lot No. 1741, situated in Conduit Road, and contains 8,668 square feet, and carries an annual Crown rent of \$60. The upset price was \$1,283.

The second piece was Shaukwai lot No. 404, situated in Shaukwai, containing 984 square feet, and carrying an annual Crown rent of \$6. The upset price was \$304.

There was no competition in either case, and both lots were knocked down at \$20 above upset price, the first being purchased by Messrs. Palmer and Turner on behalf of Kwong Wa Cheng, Comprodor of Messrs. Shawan Tong and Company, who will utilize it in the extension of his gardens, and the second lot by Wong Lai Sang on behalf of Lin Sing Luk, who will erect minor buildings upon it.

At Singapore the other morning, the Russian, Vladimir Antonovitch Horvitch, was again before Mr. Howard on allegations of trespassing on military premises, being in possession of sketching materials at the same time and place. The magistrate sentenced the defendant to three months' imprisonment for trespass on military premises, and fined him \$10 for possession of sketching materials. Notice of appeal was given, but not taken.

A. S. WATSON & CO., LIMITED.

The report of the general managers, for the year ending 31st December, 1904, for presentation to the shareholders at the twentieth annual ordinary general meeting of the Company, on May 27th, is as follows:

Gentlemen.—We beg to lay before you a statement of the Company's business with a balance sheet for the year ending the 31st December, 1904.

The net profits of the Company for the twelve months under review, after paying all charges, including the salary of the General Managers, and providing for all bad and doubtful debts, amount to \$119,172.26.

To which has to be added the balance brought forward from the previous year..... 2,883.13

\$122,055.39

From this there has to be deducted—

General managers' commission of 5 per cent. on the net profit for the year as per Article 80 of the Company's Articles of Association..... \$ 5,958.61

Remuneration of the Consulting Committee as per Article 92..... 2,500.00

8,458.61

Leaving available for appropriation..... \$113,596.78

We paid an interim dividend on the old capital of 5 per cent. in November last absorbing..... \$30,000.00

We now propose to pay a further dividend on the old capital of 5 per cent. (making 10 per cent. for the year) which will absorb..... 30,000.00

And to pay a dividend at the rate of 10 per cent. per annum on the new capital from the 31st December, 1904 (equal to 25 cents per share) which will absorb..... 7,500.00

To place to permanent reserve fund..... 20,000.00

To write off furniture, fittings, utensils of trade, aerated water plant, machinery, and building improvements..... 20,000.00

To carry forward to 1905 account..... 6,090.78

\$113,596.78

CONSULTING COMMITTEE.

The existing consulting committee consists of the Hon. Sir C. P. Chater, C.M.G., Messrs. C. E. E. Osbourne and H. P. White. The appointment of Mr. C. E. Osbourne requires your confirmation.

AUDITORS.

The Company's accounts at the Head Office have been audited by Mr. Francis Maitland and Mr. W. Hutton Potts, who offer themselves for re-election.

JOHN D. HUMPHREYS & SONS, General Managers.

The accounts are as follows:—

BALANCE SHEET.

31st December, 1904.

Liabilities

Capital account..... \$500,000.00

Permanent reserve fund 280,000.00

Reserve fund to meet contingencies or for the equalization of dividends..... 25,000.00

1,205,000.00

Local and general liabilities in the East and in America..... \$167,038.75

Local and general liabilities in London..... \$5,090.45

230,129.20

Mortgage on section E of Inland Lot No. 19 and the buildings thereon..... \$48,000.00

Mortgage on section E of Inland Lot No. 2 and the buildings thereon..... 125,000.00

Mortgage on remaining portion of Kowloon Inland Lot No. 55 and the buildings thereon..... 25,000.00

Advance against San Jacinto property, Manila..... 17,517.52

215,517.52

Bill payable, Hongkong and Manila..... 110,334.02

Unclaimed dividends..... 8,334.90

Security deposits from staff..... 14,350.00

Profit and loss—

Forward from 1903..... \$ 2,883.13

Net balance 1904..... 119,172.26

\$122,055.39

Less interim dividend of 50 cts. per share on shares Nos. 1—60,000 paid Nov. 1904..... \$30,000.00

Less amount unknown..... 3,649.00

31st Dec. 1904..... 26,351.02

95,704.39

\$1,889,870.03

Assets

Total stocks in trade..... \$ 6.00

Buildings improvements, furniture, fittings and trade utensils at Hongkong, Manila, Canton, Amoy, Fochow, Shanghai, Hankow, Tientsin and Native branches..... \$ 95,413.86

Arated water-machinery and plant at Hongkong, Manila, Canton, Amoy, Shanghai and Hankow..... 110,267.12

Ice factory at Kulangsu..... 10,560.23

Steam launches "Tai Yeuk Fong," "Dak Tin" and "Watson"..... 10,640.00

226,881.21

Good debt due from Customers..... 241,979.58

Sundry debtors..... 16,571.38

Cash in hand..... 10,747.50

Cash in Bank..... 7,626.52

178,542.21

Fire Insurance Premiums unexpired..... 8,185.71

Investments in Public Companies—

North China Insurance Co., Ltd..... 1,200.00

Hongkong Fire Insur. Co., Ltd.....

Section E of Inland Lot No. 19 and the buildings thereon..... 60,000.00

Marine Lot No. 2 and the buildings thereon..... 175,917.85

Remaining portion of Kowloon Inland Lot No. 55 and the buildings thereon..... 27,000.00

San Jacinto, land and buildings, Manila..... 257,878.78

257,878.78

\$1,889,870.03

PROFIT AND LOSS.

To balance..... \$122,055.39

By balance forward from 1903..... 2,883.13

By net profits in Hongkong, China and Manila for 1904..... 119,172.26

\$122,055.39

HONGKONG GYMKHANA CLUB.

15th inst.

As mentioned in our issue of Saturday, the first meeting of the season under the auspices of the Hongkong Gymkhana Club proved a great success both from a racing and spectacular point of view. The events were of a decidedly interesting character and were followed by quite a large gathering of people who, thanks to the facilities provided by the Tramway Co., lost no time in getting to the Happy Valley and in making the return journey. Following are brief results of the racing:—

THREE-QUARTER MILE FLAT RACE.—For all China Ponies which have never won an official race and Grifflins at date of entry. A Cup presented by Hon. Mr. W. J. Gresson; and Prize, \$25.

Hon. Mr. F. H. May's Policy 1st 3lbs. (Mr. Gresson) 1

Do—Lamarque Rose 1st 3lb. (Mr. May) 2

Do—G. H. Potts' Saxon King 1st 6lbs. (Mr. Gegg) 3

Mr. E. Howard's Cebu 1st 11lb. (Mr. Alderton) 3

Mr. N. H. Rutherford's Nomination 1st 1lb. (8lb. o.w.) (Mr. Rutherford) 0

Time 1.36. Pari-mutuel, winner \$23.10

POLO PONY SCURRY.—Open to all bond fide China Polo Ponies, to be passed as such by the Committee of the Club weights. Distance 250 Yards. Prize: A Cup presented by Mr. A. Habington; and Prize, \$35.

Hon. Mr. Gresson's Cloome. (Mr. Gresson) 1

Hon. Mr. Gresson's K.O.S.B. (Mr. Johnstone) 2

Hon. Mr. Gresson's Glenburn. (Hon. Mr. May) 0

Mr. W. B. Elwes' Rajah. (Mr. May) 0

Col. F. H. May's Grey Lancer (Mr. Hynes) 0

Mr. H. J. Gedge's Silver Queen Rose. (Mr. Mackie) 0

Mr. Moxon's Highlander. (Mr. Moxon) 0

Mr. Menocal's Yellow Fern. (Mr. Menocal) 0

Pari-mutuel, winner \$14.80

GYMKHANA CLUB CHALLENGE CUP.—Distance one mile.—Value \$400.

Mr. Johnstone's Ca Channy 1st 13lb. (Mr. Johnstone) 1

Mr. E. Owen's Grafton 1st 10lb. (2lb. o.w.) (Mr. Gegg) 2

Mr. G. H. Potts' Tuscan King 1st 8lb. (Mr. Alderton) 3

Mr. A. C. Hynes' Usurper 1st 1lb. (Mr. Hynes) 0

Hon. Mr. F. H. May's Policy 1st 8lb. (Mr. May) 0

Mr. P. Simcock's Mick 1st 2lb. (1lb. o.w.) (Mr. Simcock) 0

Mr. A. Cruickshank's Black Monday 1st 10lb. (2lb. o.w.) (Mr. Cruickshank) 0

Mr. G. H. Potts' Jungle King 1st 8lbs. (Mr. Gresson) 0

Mr. C. Mackie's Alarm 1st 8lb. (Mr. Mackie) 0

Time—2.09. Pari-mutuel winner \$8.70

4—LADIES' NOMINATION.—"MOUNT SALLY" RACE. Presented by the Club; and prize—presented by the Club.

Mr. I. Johnstone nom. by Mrs. L. A. M. Johnston 1

Mr. R. F. C. Maser. (Mrs. Parr) 2

Mr. J. Aterson. (Mrs. Goetz) 3

Mr. W. B. Elwes. (Miss Berkeley) 0

Hon. Mr. W. J. Gresson on field. (Mr. Alderton) 3

Mr. N. H. Rutherford. (Mrs. N. H. Jones) 0

Hon. Mr. F. H. May. (Mrs. C. W. Dickson) 0

Mr. A. Cruickshank. (Mrs. Cruickshank) 0

Mr. H. J. Gedge. (on field) 0

HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. At the conclusion of the season, a cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnstone's Ben Royal 1st. (Mr. Johnstone) 1

Hon. Mr. Gresson's Glenburn. (Mr. Leslie) 2

Mr. Ruggin's Gipsy John 1st. 12lbs. (Mr. Alderton) 3

Mr. N. H. Rutherford's Nomination 1st. 1lb. (8lb. o.w.) (Mr. Rutherford) 0

Mr. L. F. Tegner's Doris Castle 1st. 12lbs. (Mr. Mackie) 0

Pari-mutuel, winner \$8.10

ONE A D A QUARTER FLAT RACE, HANDICAP.—For all China Ponies. A cup presented by Hon. Sir Paul Chater, Kt., C.M.G.; and prize, \$25.

Mr. J. Johnstone's Border Raider 1st 3lbs. (Mr. Johnstone) 1

Mr. P. Simcock's Mick 1st. 1lb. (Mr. Simcock) 2

Hon. Mr. May's Lamarque Rose 1st 7lbs. (3lbs. o.w.) (Mr. May) 3

Mr. E. Owen's Grafton 1st 8lbs. (Mr. Gegg) 0

Mr. W. A. Cruickshank's Black Monday 1st 10lb. (Mr. Gresson) 0

Mr. W. Inglis' Forward 1st 11lb. (2lbs. o.w.) (Mr. Inglis) 0

Mr. G. H. Potts' Jungle King 1st 7lbs. (Mr. Alderton) 0

Time 2.47. Pari-mutuel, winner \$9.20

MOTOR CAR HUMOURS IN HONGKONG.

CLAIM FOR \$200 IN COURT.

16th inst.

One of the newest ideas in cases, so far as Hongkong is concerned, came before the Summary Court to-day. Mr. Justice Sercombe Smith was on the bench. Mr. Beavis appeared for the plaintiff, and Mr. R. Harding represented the first defendant.

According to the summons, Chan Lai Ming, 25, Caine Road, and Hung B. Cook, of the same address, were summoned by Gaetano Passantino, 40 Queen's Road, mechanical engineer, because he had been knocked down by a motor car, owned and driven by the defendants. The plaintiff claimed \$200 damages.

From the statement which was made by Mr. Beavis, it appeared that the plaintiff was quietly walking along Arsenal Street, when a motor car, driven by one of the defendants, came along and knocked him over. That was on the 26th of April, and as a result of the accident the plaintiff was unable to work.

In his evidence, the plaintiff observed that he was attended by Dr. Just for over a week. A question as to his suit of clothes, which he said had been damaged, arose.

His Honour—You can use the suit, can't you?—Yes, sir.

It is not—No, sir.

In fact a little brushing would make it all right?—The witness said nothing, but nodded.

In answer to the Judge, the plaintiff said he heard no warning sound, no horn hooped, no bell rung. He was walking about four feet from the eastern side of Arsenal Street when the motor-car struck him.

EVIDENCE WAS GIVEN BY A MEMBER OF THE R.G.A., PRIVATE SMITH, WHO STATED THAT THE ACCIDENT OCCURRED RIGHT OPPOSITE THE SOLDIERS AND SAILORS' HOME IN ARSENAL STREET.

He said there was a "ricksha on the right, the plaintiff was in the middle, and the motor car was on the left, as all three turned down Arsenal Street. The motor-car swerved, apparently, caught the plaintiff and dragged him right across the road, trailing him through the gutter. A question arose as to the lamp-post in Arsenal Street. The witness said, very solemnly—"If the motor-car hadn't avoided the lamp-post, it would have gone right into it." The allegation was not denied.

His Honour asked how fast the motor car was going.

Witness—About as fast as an electric tram.

His Honour—That is quite possible, but a car stops occasionally. How many miles an hour was it going?

Witness—16 to 20 miles an hour.

Witness—16 to 20 miles an hour.

The witness said the motor car was going as fast as the electric trams usually went.

In the course of the evidence for the defence, the second defendant was called. He said that he saw the key of the shed where the motor car was kept and he decided to enjoy himself. So he took out the motor-car.

His Honour—Ever ride a motor car before?—No.

Ever intend to ride one again?—No. (laughter).

The cook's bold adventures ended in a Police Court conviction, when he had to pay \$50.

Counsel for the defence was heard.

His Honour, in delivering judgment, held that the second defendant was not the servant of the first, so as to make the first defendant answerable for the negligence of his servant. The cook took the motor-car "on his own," without the authority or permission of his master and when running the motor-car he was running it not in the course of his employment or in behalf of his master. It seemed to his Honour that the first defendant could not be held responsible for the negligent act of the second defendant. His Honour found that, considering the medical expenses of \$31 incurred by the plaintiff as the result of the accident, and the wear and tear of his clothes, the plaintiff was entitled to the sum of \$200 against the second defendant, and judgment was given in favour of the first defendant with costs.

THE NATIONAL BANK OF CHINA, LTD.

APPEAL CASE IN HONGKONG.

17th inst.

The Chief Justice, Sir Henry S. Berkeley, and His Honour Mr. Sercombe Smith, sitting in appellate jurisdiction, heard an appeal from a judgment by the Chief Justice on an application for leave to amend the statement of claim in the action raised by the National Bank of China, Ltd., against Messrs. P. Lemaire & Co., The Hon. Mr. E. H. Sharp, K.C., (instructed by Messrs. Deacon, Looker and Deacon) appeared for the National Bank of China, Mr. H. N. F. Fergus (instructed by Messrs. Bruton, Heit and Goldring) appeared for the defendants, who were not appealing.

The action arose against Messrs. P. Lemaire and Co. as acceptors of a bill of exchange arising out of certain transactions in connection with the firm of Messrs. Edward Piry & Co. It appears that in December, 1903, Edward Piry & Co. then in liquidation, owed the National Bank of China Ltd., a large sum of money, something in excess of \$100,000. The Bank was at that time pressing a Mr. J. S. Plant, the liquidator, for payment, and on the 18th of the month he (Plant) gave to the bank a bill of exchange for \$100,000 drawn on the defendants to order of the company in liquidation, payable in three months. The bill of exchange was duly endorsed by Plant to the bank and was accepted to the defendants and the bank became holders in due course. It fell due on the 21st March, 1904, but was not paid, Plant informing the bank that the defendants wanted an extension of time till the end of the following May. To this Mr. Plant, the manager, agreed conditional upon defendants admitting their indebtedness to the bank and giving them a promissory note as proof of such admission and by way of further security. On the 17th June the promissory note fell due and this also is unpaid. The bank therefore held the bill of exchange and the promissory note. The Chief Justice granted an application to add the appellants as acceptors of the bill of exchange in the statement of claim and against that amendment the defendants now appealed.

Mr. Fergus remarked that he believed it was not very often that the Court of Appeal had to deal with such appeals as the present one, but it might occur that in a matter of this kind the issue of the whole case might be involved by the question of the amendment, so that it was necessary to take every opportunity to put their views before the Court of Appeal to see whether they were entitled to have this amendment struck out or not. Counsel proceeded to give the details of the action.

The Chief Justice observed that the plaintiffs sued on a promissory note which had been given by the defendants to further secure an amount due by them to the Bank on a bill of exchange, which was given in December, 1903, and fell due in March, 1904. Not having paid when it came due, the defendants gave the plaintiffs a promissory note for the exact amount. When that note became due in its turn it was dishonoured. The plaintiffs then sued on the promissory note which was given for the same indebtedness as the original bill of exchange. It was all one and the same matter. When sued on the promissory note, the defendants took the technical objection that the plaintiff could not sue because the loan after it was given was not re-stamped after alteration, and objected was also taken that there was no consideration for the note. On the pleadings, the consideration for the note was the bill that ought to have been paid and was not paid. The plaintiffs said they wanted to amend the statement of claim and to claim on the bill of exchange—to do now what they might have done originally. There was no obligation to sue the defendants on the promissory note; they could sue on the bill of exchange. Therefore he (the Chief Justice) gave them leave to sue on the alternative. The only ground on which the Court ought not to grant an amendment was where an amendment would raise a new claim to the prejudice of the other side.

Mr. Fergus argued that the plaintiffs ought to pursue the action as originally drawn up, after legal advice had been taken.

The Court, after hearing authorities cited, dismissed the appeal without calling on Mr. Sharp to reply.

The auction of race ponies was held at the Shanghai Horse Bazaar on the 9th inst. and bidding was fairly brisk. The following ponies realised:—Tis. 7 and upwards:—Highland King, Tis. 300; Burma (withdrawn), 210; Highland King, 205; May Duke, 200; Grecian King, 175; Silver King, 170; Harry John, 150; Lowland King, 130; Copper King, 105; Silver Bell, 105; Subterfuge, 100; Jay Bird, 80; Seabreeze, 80; and Desert, 75.

SANITARY BOARD.

16th inst.

The usual fortnightly meeting of the Sanitary Board was held in the Board's meeting-room this afternoon, all the members being present.

PRESIDENT'S MOTION.

The President moved (1) That the Board, under the provisions of sections 30 and 256 of the Public Health and Buildings Ordinance No. 1 of 1903, depute Inspector Charles William Ward to institute summary proceedings before a Magistrate for the recovery of any penalty imposed by Part II of the said Ordinance or by any bye-laws made thereunder, when so instructed by one of the Medical Officers of Health.

(2) And also depute Dr. William B. A. Moore to institute similar proceedings under the same Ordinance.

The President said it was agreed to put Mr. Ward on to prosecuting work in place of Mr. Gidley it would be necessary for the Board to authorise it by resolution.

Dr. Pearce said he had been intending to do this, but had not yet made the transfer, as he was awaiting the approval of the Government of Mr. McKay's transfer from the Medical to the Sanitary Department.

RAT-RIDDEN HOUSES.

The President submitted the following minute: As plague appears to be slightly on the increase, I would suggest that the Board should authorise the insertion of advertisements in the local press urging householders to report to the Medical Officer of Health whenever their houses appear to be infected with rats; and the officers of the department will do their best to rid the premises of this vermin.

The President asked what was done when a plague-infected rat was found in a domestic building?

Dr. Pearce said the floor in which the rat is found is disinfected by the coolies employed by the Board, and the rest of the house is cleaned by the tenants under the direction of the plague inspector. Disinfectant fluid is given to the people for this purpose. All rats-holes found on the premises are filled up with cement by the artisans. The clothing of the inmates is not, however, taken away for disinfection.

Dr. Pearce said he had no reason to suspect that rats were being bred, though the President had said that frequently a litter of newly-born rats was sent in to the mortuary. As regards more rats being returned on the forms than were received, it was possible that some were thrown away after arriving at the mortuary. Rats must be differentiated from mice. He further thought that an advertisement would be useful. The Board was sometimes asked to send rats.

Mr. Fung Wa Chun minutes that it was more important to advertise in the Chinese papers and inform the people that the Board would do its best to rid the premises of this vermin.

DRAINAGE CONSTRUCTOR.

Mr. Yung Wood, applied to have his name added to the list of authorized drainage constructors. His testimonials were good, and Mr. A. Rumjahn recommended that the application be granted.

PUBLIC WATER.

The report of the Government Analyst for the month of April on the water of the Colony showed it to be of excellent quality.

LINE-WASHING.

During the fortnight ending May 9th, 1,977 houses were line-washed under the supervision of the officers of the Board.

WU TING-FAN'S ACHIEVEMENT.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

ANNUAL MEETING.

The fifty-first ordinary general meeting of the shareholders of the Chartered Bank of India, Australia and China was held on 19th ult. at the Cannon Street Hotel, Sir Montagu Cornish Turner presiding.

The manager (Mr. Caleb Lewis) having read the notice calling the meeting.

The Chairman said: My first remarks to-day must have reference to one who for a considerable time past has been a prominent figure at our meetings and has filled the offices of chairman and managing director with so much credit to himself and such successful results for the shareholders. I refer, of course, to our esteemed and valued friend, Mr. Howard Gwyther, whose retirement from the board of directors was announced in the Press at the commencement of the year. After some forty years arduous labour Mr. Gwyther considered that the time had arrived when he must seek a measure of repose and freedom from the cares and responsibilities of office, and this could only be effected by retirement from active service. I need hardly say that his fellow-directors received his decision with the very greatest regret, for they fully appreciated Mr. Gwyther's great services to the bank, the sound and sagacious judgment invariably displayed, and his unrivalled experience in all matters relating to Eastern exchange banking. At the same time they recognised the justice of the decision and the right to enjoy that "otium cum dignitate" to which we all aspire but so few of us attain. With the modesty so characteristic of the man throughout his life, Mr. Gwyther expressed the wish that no special notice should be taken of his retirement, but your directors considered it their duty to pass the following resolution at the board meeting on January 11th last, which was recorded in the annals of the bank:—

"The chairman having reported to the court of directors that Mr. Gwyther had requested him to convey his farewell to them on resigning his seat at the board and retiring from the bank at the end of 1903, the announcement was received with the deepest regret, and it was unanimously resolved to express to Mr. Gwyther the directors' high appreciation of his great services to the bank during a period of forty years. The directors recognise that in the great position attained by the bank in a great measure due to Mr. Gwyther's ability and unceasing care and devotion to the interests of the bank, and they enjoy the rest he has so thoroughly earned." A copy of the resolution, with an appropriate letter, was forwarded to Mr. Gwyther, and I have reason to believe was received with the greatest satisfaction. I am glad to report that during the past year we have found a healthy state of trade to exist in the East, almost without exception. In spite of the terrible visitation of plague from which India is still suffering, that country has had a year of exceptional prosperity, both as regards her import and export trade. The Financial Member of Council has been able to show a handsome surplus and to produce a Budget sufficient to justify a further material reduction in the salt tax which will benefit in some degree the mass of the people of India.

The reduction of the tea duty by 2d. in the pound recently declared by the Chancellor of the Exchequer is also a step in the right direction, assisting as it does a very important industry in India, which deserves every encouragement both at the hands of the Indian and British Governments. It is an industry absolutely sound in itself, but is passing through a cycle of depression. The present wheat and seed crops, we hope, may be up to the average, though the abnormally cold weather early in the year has dimmed the prospects, which at one time were unusually favourable. Our deepest sympathy must be extended to those, whether European or natives, who are sufferers by the recent terrible earthquake in Northern India. Many have lost their nearest and dearest, and a much larger number will have lost their homes and most of their possessions, and for these help must be given, and will, I am sure, be gladly given, both here and in India. In the Far East our attention is centred on Japan, where, in spite of the war with Russia, the trade of the country not only maintains a normal level, but shows an appreciable expansion. The value of imports has for 1904 reached the high figure of 371 million yen, being an increase of 54 million yen over 1903, while exports were valued at 319 million yen, or an increase of 30 million yen over the previous year. It is noteworthy that the exports of silk goods show a substantial increase owing to the self-denial of the wealthy classes, and that the present crop is estimated at 20 per cent. over the average. As a matter of fact, the war appears to have had little or no ill-effect on the trade of the country, and with a population of 45 millions Japan can count on 34 million to recruit the ranks of the army, of which she is so deservedly proud. It is well to remember how greatly Japan's commercial interests are interwoven with those of Manchuria and Korea. Those countries supply Japan with large quantities of foodstuffs, and take in exchange textile goods manufactured in Japan. Emigration from Japan to Korea has been in progress for some years and about 100,000 Japanese have settled down in the East Asiatic trade of the "open door." Let us hope that one result of this unhappily may be the absolute and rigid maintenance of the "open door" policy in China, by which means we may look with hopeful certainty to the peaceful and progressive development of that country. I would call your attention to the remarkable development of trade now in progress between America and the Far East. From a recent report I gather that America's Eastern trade has grown from 93,000,000 dollars for the whole of 1903 to 104,000,000 dollars for the eight months of 1904, so that the trade for the latter twelve months produced to amount to value to 15,000,000 dollars, or an increase of 60 per cent. in one year. Apparently America aims at monopolising the trade of the Far East. The American participation in foreign loans has been an unusual feature of the financial year. Besides taking a large slice of two Japanese loans, a Cuban loan and a Mexican loan have been appropriated by the New York financiers. With regard to the report which was put forward to-day, I would remark that the past year's business has been of a satisfactory nature. I can, indeed, congratulate the shareholders upon the results, especially in a time like the present when a war of such magnitude is in progress, one of the combatants being Japan, in which country this bank has large and increasing business transactions. We have so far steered clear of losses, and we shall continue the same careful and watchful spirit which has regulated our dealings in the past. But competition grows acute, margins become finer, and to ensure reasonable returns the volume of business must necessarily be multiplied. In other words, the turnover must be doubled or tripled. This, of course, involves an extension of our risks—ordinary and legitimate risks of busi-

ness, but which have to be faced, and must be avoided for by an increase in our reserve. This, gentlemen, is our justification for adding to our reserve, and our action will be recognised, I trust, as a measure of ordinary prudence. We have recommended a bonus to the staff, which, in view of the absence of a bonus last year, is by no means excessive, and is thoroughly well earned. I feel sure that this will meet with the hearty approval of shareholders. We have added £20,000 to the Superannuation Fund for two reasons. In the first place, with the increase in the bank's transactions a larger staff becomes absolutely necessary; and, secondly, as years roll by the number of those who will become eligible for pensions will inevitably increase. As regards the building fund, the amount set aside is not excessive, in view of all contingencies. Then as to the dividend. The matter has received very careful consideration at the hands of the directors. Their policy is to proceed carefully and cautiously, to maintain a steady dividend, rather than rush up to a point which cannot be maintained in time of depressed trade, so as to provide for those who are dependent on their dividends from their investments in this bank. Without making any definite or specific promise we may say, gentlemen, all things being well, to meet you next year with a report which may justify our declaring a slightly higher dividend than that which has been recommended for your acceptance to-day.

I now move that the report now presented, together with the balance sheet and profit and loss account, be approved and adopted.

Mr. Emile Levita seconded the resolution.

Mr. John Squibb: I am sure there can be but one opinion amongst shareholders as to how you—and I must say the staff—have provided such almost phenomenal results. I most cordially agree with what you propose as to the staff. Fifty years ago I entered a large joint stock bank in the City, but my health failed, and I know something of the drudgery of banking. In addition to that, there is the working in the East and Far East, which adds to the necessity for very good consideration of the staff, and I am very pleased that you are able to deal liberally with them. If you did not support the superannuation fund you would probably have to find a larger amount out of the current profits, so that it is a very wise proceeding. Everyone also recognises the importance of a large reserve fund. With regard to dividend you have taken the wind out of my sails. I was very dissatisfied with the dividend for this reason: At the beginning of 1903 you brought in £47,000 odd, and you carried out at the end of the year £63,000, which was equal to 2 per cent. on the capital. Last year you brought in £63,000 and you carried out £80,000, which is again 2 per cent. of the capital. I draw attention to this last year, when Mr. Gwyther was in the chair. You increased your carry-forward by 2 per cent. on the capital, which I think the shareholders might fairly say they thought to have an increased dividend. As regards the increased dividend you have given us, you could not give us less than 1 per cent., so I do not think we have much to thank you for, but you could increase the dividend by 2 per cent. more, while still giving the amount to the staff which you propose and increasing the reserve fund, and the carry forward would be the same as you started with. However, you have taken the wind out of my sails; you cannot pledge yourself, but you have given a sort of promise that we shall be liberally dealt with in the year 1905, and I hope you will be able to see your way to do so.

The Chairman: I am quite sure the remarks made by the shareholder will be fully considered by the directors, and I am quite sure it will give them very great pleasure if they can carry out his wishes in future years.

The resolution was carried unanimously.

Mr. Mowat, in thanking the meeting, remarked that they found the bank's accounts came forward in most excellent order, and were a great credit to the staff. He also wished to bear testimony to the very able way in which the accounts were kept at the head office.

W. M. POWELL, LIMITED.

SHARE CAPITAL INCREASED.

18th inst.

An extraordinary general meeting of the shareholders of Wm. Powell, Limited, was held in the office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong, at noon to-day. Mr. W. H. Gaskell presided, and the others present were Messrs. J. W. C. Bonner, G. Murray Bain, G. H. Fott, H. Eyre, A. G. Stokes, Thomas Arnold, and E. A. M. Williams, secretary.

The Chairman said—We have convened this meeting for the purpose of obtaining your sanction to a small increase of capital. We find the step necessary on account of the continued increase of business, and the consequent heavy stocks of goods we must necessarily carry to meet the same. The present financial position of the Company is very satisfactory, our takings for the ten months to 30th April last showing an increase of some 23 per cent. compared with those of the corresponding period of last year. In regard to the increase of capital, I would like to say that it is the intention of the directors to make increases from time to time, as the growth of the business may warrant. We think it essential to maintain a steady dividend on a moderate capital, and to add annually to the Equalisation and Dividend Fund. With these few remarks I now propose the following resolution:—"That the capital of the company be increased from £100,000 to £150,000, by the creation of 5000 new shares of £10 each."

Mr. Murray Bain seconded the resolution and was unanimously adopted.

The Chairman then proposed—"That such new shares be offered to those persons who are registered as shareholders of the company on the first day of July, 1905, in the proportion of one new share for every complete four shares held by them on the first day of July, 1905."

Mr. Arnold seconded and the resolution was unanimously adopted.

The Chairman proposed—"That the amount due for the new shares be called up on the fourth of August 1905, and that the new shares rank for dividends with the original shares, from 1st July, 1905."

Mr. G. H. Fott seconded, and the resolution was unanimously adopted.

The Chairman—That is all the business before the meeting. There will be a confirmation meeting, of which due notice will be given, in order to confirm these resolutions.

Mr. Murray Bain—The shareholders, I presume, are all within call; they are all in the Colony. There will be no difficulty in getting the money collected, and everything up-to-date.

The Chairman—We have already written to all those who are away from the Colony, asking them to arrange, if they wish to take the new shares, with their bankers or agents here.

Mr. Arnold—I suppose the shares will be saved for them?

The Chairman—There will be no difficulty about that.

The proceedings then ended.

"YACHTING IN HONGKONG."

18th inst.

Few pastimes afford more pleasure to the sports-loving community than that of yachting, and the favour in which it is held in Hongkong is seen in the continuous growth in the numbers of those who either own boats or have an interest in their upkeep. It must be said, of course, that Hongkong is peculiarly favoured for such a sport, having a harbour which is almost unrivalled and a number of yachtsmen whose enthusiasm in yachting begets a like enthusiasm in others. There is no prettier spectacle than a fleet of yachts sailing away round by Stonecutters' Island, and the practice which members of the Royal Hongkong Yacht Club obtain gives them a facility and knowledge in dealing with the currents and tides which are not always obtainable at other centres where yachting holds sway.

For seven or eight months of the year it is possible to spend on a leisure time on the water with the result that skill in handling the boat and ability to tackle unforeseen difficulties are characteristics of the yachtsman at Hongkong. But not only are those who have yachts of their own interested in the sport; the large numbers who turn out on the big competition days is itself evidence of the general attraction which yachting possesses for the ordinary man. Previously, the results and records of these competitions have been merely chronicled in the local press, and thereafter allowed to lie in the files of the newspaper offices. If anybody wanted to know how yachting proceeded in the old days they had to hunt through dusty old tomes, with the probability that they tired of their task before they were half-finished. Such a state of things has now been rectified by the Hon. Mr. F. H. May, C.M.G., the Commodore of the Royal Hongkong Yacht Club, in a book just published under the title of "Yachting in Hongkong." It is really a history of yachting in the Colony since 1849 to the present day, and its records of the principal races held since that time are unusually complete. It is the work of a finished yachtsman, enthusiastic in praise of his hobby, and all that need be said about it is that no yachtsman in Hongkong can afford to be without it on his bookshelf. There is a chapter devoted to the history of yachting, which should prove a boon to those who first start handling small yachts. There are over 30 full-page photographic reproductions. The book, printed by the S. C. Morning Post, in clear type on good paper, may be had from Messrs. Kelley and Walsh, at 55 per copy.

"THE EXILES REVIEW."

This is the title of a publication which circulates among the members of the E.E.A. and Telegraph Company. It is printed in Hongkong, contains some twenty pages of denials, and is the literary offspring of a Mr. P. Hosking, but so far the appearances of the magazine seems to have been erratic, and this blemish must prove a fatal obstacle to longevity or success, if not rectified. The issue for March, for instance, is the only number which has been published this year, and as the editor and proprietor passed through Port Darwin only the other day bound on six months' leave of absence, he has been reluctantly compelled to inform his supporters that there will be no further publication till January, 1906. This is a "happy-go-lucky" method of management calculated to breed distrust, says a Port Darwin exchange. However, Mr. Hosking hopes in the meantime to get matters into train for a regular appearance thereafter, and if he does there is no reason why the magazine—as the medium for the circulation of specially interesting gossip among the members of a great Company scattered through all parts of the universe—should not achieve a distinct success. Securing good correspondents at the Company's various stations throughout the world is the keynote to this success. The issue under review contains a miscellany of readable matter, including interesting sketches from correspondents at Manila, Cebu, Cape St. James, Penang, Iloilo, Perth, Labuan, La Perouse, Shanghai and Port Darwin, and one or two amusing illustrations connected with technical questions interesting to electricians, drawn, we believe, by Mr. Hosking, who, among other accomplishments, is said to be also a clever draughtsman.

THE PILOT CASE.

16th inst.

The case against Captain Lawlor, licensed pilot, particulars of which have already been published in these columns, was continued to-day.

Mr. H. W. Looker, of Messrs. Deacons, Looker and Deacons, appeared for the prosecution, and Mr. W. C. Bonner, of Messrs. Wilkinson, G. Murray Bain, G. H. Fott, H. Eyre, A. G. Stokes, Thomas Arnold, and E. A. M. Williams, secretary.

The Chairman said—We have convened this meeting for the purpose of obtaining your sanction to a small increase of capital. We find the step necessary on account of the continued increase of business, and the consequent heavy stocks of goods we must necessarily carry to meet the same. The present financial position of the Company is very satisfactory, our takings for the ten months to 30th April last showing an increase of some 23 per cent. compared with those of the corresponding period of last year. In regard to the increase of capital, I would like to say that it is the intention of the directors to make increases from time to time, as the growth of the business may warrant. We think it essential to maintain a steady dividend on a moderate capital, and to add annually to the Equalisation and Dividend Fund. With these few remarks I now propose the following resolution:—"That the capital of the company be increased from £100,000 to £150,000, by the creation of 5000 new shares of £10 each."

Mr. Murray Bain seconded the resolution and was unanimously adopted.

The Chairman then proposed—"That such new shares be offered to those persons who are registered as shareholders of the company on the first day of July, 1905, in the proportion of one new share for every complete four shares held by them on the first day of July, 1905."

Mr. Arnold seconded and the resolution was unanimously adopted.

The Chairman proposed—"That the amount due for the new shares be called up on the fourth of August 1905, and that the new shares rank for dividends with the original shares, from 1st July, 1905."

Mr. G. H. Fott seconded, and the resolution was unanimously adopted.

The Chairman—That is all the business before the meeting. There will be a confirmation meeting, of which due notice will be given, in order to confirm these resolutions.

Mr. Murray Bain—The shareholders, I presume, are all within call; they are all in the Colony. There will be no difficulty in getting the money collected, and everything up-to-date.

The Chairman—We have already written to all those who are away from the Colony, asking them to arrange, if they wish to take the new shares, with their bankers or agents here.

Mr. Arnold—I suppose the shares will be saved for them?

The Chairman—There will be no difficulty about that.

The proceedings then ended.

The Chairman proposed—"That the amount due for the new shares be called up on the fourth of August 1905, and that the new shares rank for dividends with the original shares, from 1st July, 1905."

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The Chairman proposed—"That the amount due for the new shares be called up on the fourth of August 1905, and that the new shares rank for dividends with the original shares, from 1st July, 1905."

Mr. G. H. Fott seconded, and the resolution was unanimously adopted.

The Chairman—That is all the business before the meeting. There will be a confirmation meeting, of which due notice will be given, in order to confirm these resolutions.

Mr. Murray Bain—The shareholders, I presume, are all within call; they are all in the Colony. There will be no difficulty in getting the money collected, and everything up-to-date.

The Chairman—We have already written to all those who are away from the Colony, asking them to arrange, if they wish to take the new shares, with their bankers or agents here.

Mr. Arnold—I suppose the shares will be saved for them?

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MYSTERIOUS SHIP IN HONGKONG.

18th inst.

Considerable speculation has been aroused during the last week or so regarding the movements of the steamship *Macquarie*, which has been lying in the roads off Wanchai. Painted a dull drab colour, and studiously "lying low," it was freely suggested that the *Macquarie* was only awaiting the opportunity to make a dash for the open and join the Russians or the Japanese. The rumour-mongers did not really care which of the belligerents was to be favoured by the boat, so long as the story they had to tell and the plot to concoct sounded moderately plausible. The fact that the vessel lay away from the other shipping in the harbour, and seemed always ready for a sudden start in the direction of the Lyceum Pass, was quite sufficient for the versatile fabricators of fiction. According to the statement which appears below the heading "Vessels in Port," the *Macquarie* is under the command of Captain B. John George and consigned to Messrs. Gibb, Livingston & Co. She appears to have arrived here from Molt, which was left on the 21st April, with a cargo of coal. Her tonnage was given at over 2,000 tons. So much was common knowledge to anybody who cared to read the shipping list. Last Friday of the month the *Macquarie* had made an attempt to leave the port. The idea that the vessel should seek to circumvent the usual procedure by disappearing from port without so much as a "by your leave" was well calculated to account for the numerous stories which gained currency. It was stated that the vessel left under the shadow of darkness, but that she had no sooner emerged from the Lyceum Pass than she was "held up" by a British man-of-war which curtly inquired to what port she was bound. What the answer was is not given, but the warship, it is alleged, peremptorily ordered her to return to Hongkong and to stay there. The consequence was that the *Macquarie* came back in the same condition as she went out. Of course, it is just as probable that something went wrong with the machinery, but such a same ending would never suit the spinner of yarn. It is stated that the owners of the *Macquarie* have been in negotiation with a firm or syndicate in Hongkong having in view the purpose of selling the vessel. Matters had reached such a stage that the sale was practically completed. A new captain, who is well known in Hongkong—having been master of a local steamer owned by a Chinese firm—was engaged to take command of the ship, three officers were engaged—the first an old B.I. man; the second, a well-known member of the shipping fraternity of Hongkong; and the third a foreigner, who has been in Hongkong for some months. It was the intention of the new prospective owners to send the *Macquarie* to Shanghai and there to transfer her to the French flag. Some hitch appears to have occurred, however; for the *Macquarie* has not yet changed hands, the master and officers are wandering round Hongkong wondering what is going to happen and when it will happen, while the vessel lies sedately at her old anchorage at North Point. It is denied that there was ever any intention on the part of the owners of the *Macquarie* to run the blockade. The only peculiar thing about it all is that the new master and officers—ever they do take charge of the vessel—are unable to tell when they are likely to get into harness. Altogether the *Macquarie* is a mystery, and as such furnishes a vast amount of speculative comment for those who have nothing else to do.

Thirty-five minutes elapsed from the time the port bow rope was made fast to No. 1 pier, to the time of the collision. There was ample time for the *Macquarie* to have gone astern. When witness was experimenting the other day he found there was a half-knot tide in between the wharves, and a knot tide to feet off the end. Supposing a ship, drawing twenty feet of water, drifted on to the wharf, he considered, under the circumstances, the got off cheaply with no more damage than the *Macquarie* sustained, and it showed that there was very little tide.

It is not the practice, when the ship is being berthed at pier to have men ready with ladders on the wharf. He remembered one case of ladders being so put over, but not used. It was simply because some men happened to be there.

The letter, shown, appeared to be a copy of a letter addressed to the agents of the Godown Company. The letter read:—

"Dear Sir,—The s.s. *Macquarie* when being taken alongside the wharf yesterday collided with the wharf, in consequence of the wharf-finger telling the captain to come in bow first. In consequence the company will be held responsible for the damage sustained. Captain Douglas has been appointed to survey the damage."

"(Sd.) Agents, s.s. *Macquarie*."

Witness, continuing, said launches attached to a ship, if it was a tide, would not tend to make her drift faster, though it would aid in carrying strain on the ropes. If the pilot saw by his bearings that he was being set towards the wharf there was no other course than to go astern full speed.

The case was here adjourned until Tuesday next, as Captain Brown was too busy before.

DEPARTURE OF MR. W. J. GRESSON.

18th inst.

Mr. W. J. Gresson, of Messrs. Jardine, Matheson & Co., leaves Hongkong to-day to resume duty at Shanghai, consequent on the return of the Hon. Mr. C. W. Dickinson from England. During the period Mr. Gresson has acted as the head of Messrs. Jardine, Matheson & Co. in Hongkong, he has surrounded himself with a host of friends who will greatly regret his departure for the northern Settlement. In every branch of sport Mr. Gresson has taken an active part, particularly in horse racing, where as a rider and owner he gained unbounded popularity. As every real sportsman should be, Mr. Gresson proved the soul of honour and no wins were productive of greater satisfaction than those of the Ewo table. During his tenure of office as a member of the Legislative Council, Mr. Gresson proved a shrewd and foreseeing legislator. In every respect, as the head of a great business firm in Hongkong, a leading member of the sporting community, and a prominent figure in social circles Mr. Gresson's personality has always been welcomed, and many regrets will be expressed that he has been obliged to leave Hongkong. It is a true saying that what is Hongkong's loss is Shanghai's gain, but in this instance it is a meagre appreciation of an undoubted fact.

CRIMINAL SESSIONS.

ARMED ROBBERY BEG TO BE DANISHED.

18th inst.

The Criminal Sessions was opened in Hongkong for the forenoon, the Chief Justice, Sir Henry Berkeley, on the bench. There was only one case before the Court, three Chinamen being charged with armed robbery.

Kwok Ching, coolie, Tam Shui Tseng Shul, farmer, and Lo Man Fu, farmer, were charged with having on 10th March last, in company with three others, robbed Mok Kap Mui, a widow, of \$200 in cash, clothing to the value of \$25, and three bangles. It is also alleged that they used personal violence towards the woman and her daughter. They were armed with a chopper and

THE PACIFIC MAIL S.S. CO.

THE NEW AGENT.

Mr. Shalom Silverstone, who was recently promoted from the assistant Secretaryship of the Occidental and Oriental Steamship Company to be agent for the Harbinian Lines at Hongkong, was the guest of honour, before leaving San Francisco, at a banquet given by the local Chinese merchants.

Mr. Silverstone has been with the Occidental and Oriental Company for thirty years, and in the latter inviting him to the feast spread in his honour reference was made to the consistent courtesy with which Silverstone had always treated the company's Asiatic patrons. The banquet was given at the Hung Fa Lau restaurant, 733 Dupont street. R. P. Scherwin, D. D. Stubbs, Alexander Center and A. G. D. Kerrell, the most prominent of the Harbinian steamship officials in San Francisco, were also guests.

THE IMPROVEMENT OF CHINA'S HIGHWAYS.

Everyone knows that the old highways of China, both on land and by water, are numerous, important, and neglected. In the rivers there are often rapids, like those in the Upper Yangtze, altogether beyond Chinese skill to remedy. In many other cases Oriental apathy contents itself with the aphorism that "water should be allowed to take its course," and should not be interfered with. In the Yellow River, however, there is a periodical pretence of protection for the people, not because this stream is a highway, but because its inundations threaten the land tax from scores of counties. If its vagaries were radically cured by scientific engineering, hundreds of Chinese officials would annually be the poorer by scores of thousands of taels. The Grand Canal is by far the most important of China's artificial waterways, extending from Hangchow, the southern capital of Kueilin Khan, to Cambalu, the northern one, or rather to a city in Western Shantung, where entrance is made to a small but important river debouching into the "Sea River" at Tientsin. The excavation of this canal, while a most audacious undertaking for those "middle ages" when nothing of the kind existed in Europe, was a comparatively simple matter to a monarch who had the idea once formed and the labour to accomplish it. Its purpose was to provide an inland through route for the delivery of the tribute grain from Central China to Peking, at a time when sea voyages were difficult and uncertain. Advantages were taken of naturally lacustrine districts, the resultant commercial benefit to several provinces being immediate and permanent. Increasing use of steam navigation long ago abolished the usefulness of this great line for its original purposes, but it was only three years ago that the last traces of this strange animal of rice transport combined with unlimited licensed smuggling, was definitely suspended. As a result, a considerable stretch of the Canal (between the Yellow and the Wei Rivers) has fallen into complete disrepair and became useless. There are natural difficulties to be overcome from vagaries of the Yellow River, the gradual silting up of the Canal, and the occasional transit of mountain streams across its course, with which Chinese engineering does not know how to deal. With indomitable Chinese patience, the crews of whole fleets of craft simply await the slow accumulation of water beneath them in a "lock" a mile long, between the gates, or else take a devious course through broad lakes where winds and waves may make travel difficult or impossible. For the remedy of all this waste there are three requisites: enterprise, mediocrity honest officials, and funds. All three are lacking, and now that it is no longer a question of tax transport, the Government takes no further interest in the matter. It is not otherwise with those land routes in distant parts of the Empire, some of which have been recently described in detail in these columns. Long trains of pack animals, coolies, and travellers thread these difficult, toilsome, and not infrequently dangerous, trails. But let a landslide or an exceptional weather supervene, and the poor wayfarer will probably have to wrestle with fate unaided. Whole business it is where he goes, when, or how? Some important mountain passes like that leading from Central China to Kalgan, are indeed sometimes improved by private benevolence, a too infrequent instance of practical public spirit. It is the great so-called "Imperial roads" (yii lu), such as that from Peking to Central China through Paoiating, or that from Peking to Nanking through Chihli, Shantung, and Anhui, that show the most utter neglect. Broad roads that show the most utter neglect. Broad roads that show the most utter neglect. Broad roads that show the most utter neglect.

COMMERCIAL.

YARN MARKET.

In their report, dated 9th instant, Messrs. Cawson, Pallen and Co. write:—Our last was dated the 5th inst. per s.s. *Carmendish*, active when we have experienced sudden activity in our market. Dealers have been more inclined to do business and improved on their previous offers, while importers have been steady. Nos. 6s. and 8s. small sales at slightly better rates. No. 10s. have been in very little demand in consequence of high prices ruling, and a small business has been done in special splittings at a decline of \$1 to \$2 per bale. No. 12s. stocks being light, values have improved about a dollar per bale, at which advance a fairly large business has been put through. No. 16s. a small business has been reported at unaltered prices. No. 20s. a brisk demand set in under country orders and a large number of bales have changed hands at an appreciation of \$1 to \$2 per bale. Sales during the past fortnight comprised of about 175 bales of No. 6s.; 25 bales of No. 8s.; 1,400 bales of No. 10s.; 1,575 bales of No. 12s.; 900 bales of No. 16s.; and 2,975 bales of No. 20s. in all about 7,050 bales. Arrivals per steamers *Malla, Tichia, Kumang, G. Aggar and Bengal* of about 9,519 bales. Shipment to Shanghai and Northern Ports about 4,000 bales. The unsold stock is estimated at about 38,000 bales.

Local Yarn.—Sales of 850 bales No. 10s. and 12s. long delivery at \$105 and \$108 respectively have been reported.

Japanese Yarn.—The only business in these threads is the sales of about 375 bales No. 16s. at \$133.

Exchange.—We quote to-day on India at Rs. 14 1/2 per cent. London at 15 10 1/2.

Quotations for the week close as follows:—
Hongkong Banks ... \$795 1/2
Union Insurance ... 50 1/2
China Traders ... 50 1/2
North-Chinas ... 50 1/2
Canton Insurance ... 50 1/2
Hongkong Fire ... 50 1/2
H. C. & M. Steamships ... 25 1/2
Indo-China ... 125 1/2
China and Manila ... 21 1/2
Shell Transport ... 21 1/2
China Sugars ... 21 1/2
Luzons ... 30 1/2
Rauhs ... 30 1/2
Docks ... 105 1/2
Kowloon Wharfs ... 105 1/2
Furnham ... 115 1/2
Hongkong Land ... 125 1/2
Hongkong Hotels ... 145 1/2
Ewo Cottons ... 37 1/2
Fenwick ... 33 1/2
Hongkong Electric ... 172 1/2
Hongkong Level Tramways ... 225 1/2
Hongkong Ropes ... 152 1/2
Steam Water-boats ... 171 1/2

Shanghai advices, of 13th inst., state:—Business reported:—Farnham, Boys at Tls. 165 cash, at Tls. 158 and 160 for June, and at Tls. 163 for September. Shanghai and Hongkong Wharfs at Tls. 105 for September, Langkats at Tls. 235 for June, and at Tls. 238 for July.

Business done direct:—Farnham, Boys at Tls. 165 cash, at Tls. 158 and 160 for June, and at Tls. 163 for September. Shanghai and Hongkong Wharfs at Tls. 105 for September, Langkats at Tls. 235 for June, and at Tls. 238 for July.

RICK.

According to Messrs. W. G. Hale & Co's Saigon circular of 9th inst., arrivals of grain are falling off largely and stocks remaining in the districts are said to be low, and held in strong hands. Owing to the uncertainty of filling their requirements of Paddy, millers show no desire of entering into forward contracts. There is hardly anything to be called a demand from any direction. Prices remain firm anyhow.

RAUB REPORT.

The Raub Australian Gold Mining Co's Mine Report for the four weeks ending April 22, 1905, to the chairman and directors of the Company, is as under:—
I beg to submit my monthly report on your mining and milling operations.
The Mine measurement and Assay results of prospecting work show a total of 675 ft. for the period (4 weeks) under review made up of 24 ft. Sinking, 73 ft. Drilling, 463 ft. Cross-cutting, and 115 ft. of Surface sinking and tunnelling, as against a total of 695 ft. for the previous month.

MINE.

Bukit Koman, 440 Level, North Drive. This has been driven a further 16 ft. making a total of 69 ft. The drive has been taken to a more Easterly direction, and across the strike of the country, but no improvement has yet been met.
440 Level, South Drive. Here 11 ft. has been driven bringing the total to 38 ft. The drive continues very hard, and about 35 ins. wide, worth 1/2 dwt.
340 Level, North Drive. To this has been added 30 ft. making a total of 428 ft. The drive has narrowed from its former width to 31 ins. it has remained at this width for the last 23 ft. In value, it has greatly improved averaging 7 dwt. per ton.
340 Level, North Drive, No. 1 wire. This has been sunk 17 ft. bringing the total to 86 ft.
340 Level, South Drive. This has been extended 7 ft. making a total of 357 ft. The drive, 40 ins. wide, assays 2 dwt.
40 Level, North Drive South on Branch. This has been driven 9 ft., bringing the total to 104 ft. The drive, 78 ins. wide, assays 5 dwt.
140 Level, South, Extension of Main Cross-cut from the South Shaft. To this has been added 21 ft. making a total of 299 ft. The ground has become much harder.
Cross-cutting for slope filling. 187 ft. of this work has been done.

STOPS.

The following have been yielding milling stone.
Above the 340 Level, 2 Stops; Lode 118 ins. wide, and worth 5 dwt.
Above the 240 Level, 4 Stops; Lode 108 ins. wide, and worth 4 dwt.
Above the 200 Level, 1 Stop; Lode 68 ins. wide, and worth 3 dwt.
Above the 140 Level, 1 Stop; Lode 66 ins. wide, and worth 3 dwt.

SLOPE MINE.

Main Crosscut West. This has been advanced 55 ft. making a total of 136 ft., with no change to note. The water has so decreased, that we shall restart cross-cutting East, at once.
Surface Prospecting on the East lode, has uncovered a lode 94 ins. wide, and assaying 3 1/2 dwt. We had to sink and tunnel through some old workings, the filling of which gave a value of 1 1/2 dwt. These results are most encouraging, the importance of which can scarcely be overestimated. The cross-cut East from Slope shaft will be extended to intersect this lode, and so prove its value at that depth.

From the Main Lode South of Slope shaft, we have laid a tram line to the railway, and have sent 153 tons to the Mill. The lode is about 84 ins. wide, friable, cheaply got, and worth between 5 and 6 dwt.
On the West side, or hanging wall of the lode, there are extensive ancient workings, and it may be assumed the richest ore was not left behind. As soon as we have space we shall commence sinking here.

BUKIT MALACCA.

No. 2 Level. Stopping has been restarted here, and 51 tons sent to Bukit Koman Mill for treatment.
No. 1 Crosscut in North Hill has been extended 200 ft., making a total of 370 ft., and without change. The No. 2 Crosscut has been idle during the month.
The railway has been taken to the mine, and a branch is now being laid to the mill.
Bukit Malacca—Milling Returns.
No. 1 Mill ran 23 days. Crushing 2,125 tons.
Total tons crushed, 176, producing 146,233 ozs. smelted gold, having a fineness of 895.6.
Average yield per ton 1.34 dwt.
Bukit Malacca—Milling Returns.
Period of working, 28 days, less 38 hours for sundry repairs and clean up.
Ore Milled, Bukit Koman ... 3,347
Slope mine ... 753

Total ... 3,300
Amalgam yield:—1,622 ozs., producing 161,189 ozs. smelted gold, having a fineness of 923.5.
Average value of tailings:—1.25 dwt. per ton.
Average yield:—1.20 dwt. per ton.

Two new Eccentric shafts have been put in the rock-breakers, and two additional Braden pans, making six in all are now in use, and preparations are being made to add two more. The stock of high grade old blankets became exhausted a month ago.
The erection of the new Generator at the Power Station is well in hand.

W. H. MARTIN,
General Manager.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. ... 110 1/2
Do. demand ... 10 11 1/2
Do. 4 months' sight ... 10 13 1/2
France—Bank T.T. ... 237
America—Bank T.T. ... 45 1/2
Germany—Bank T.T. ... 193
India T.T. ... 141 1/2
Do. demand ... 141 1/2
Siam—Bank T.T. ... 71
Japan—Bank T.T. ... 92 1/2
Java—Bank T.T. ... 151 1/2
Buying.
1 months' sight L/C ... 110 15 1/2
6 months' sight L/C ... 111 1/2
30 days' sight San Francisco & New York ... 47 1/2
4 months' sight Sydney and Melbourne ... 47 1/2
30 days' sight Sydney and Melbourne ... 47 1/2
6 months' sight ... 241 1/2
4 months' sight Germany ... 107 1/2
Bar Silver ... 20 1/2
Bank of England rate ... 21 1/2
Sovereign ... 10 46

OPTIM QUOTATIONS.

Today's quotations are as follows:—

Malaya New ... 1,140
Old ... 1,180
Older ... 1,230 1/2
Oldest ... 1,340
Per chest
China New ... 1,112 1/2
China New ... 1,080
China (Paper) ... 780 1/2

LOCAL AND GENERAL.

WE are informed by the Colonial Secretary that Singapore has declared Hongkong to be infected.

LIEUT. F. C. Chandler, Inspector of Army Schools, left on the 16th instant, per s.s. *Kumang* for Singapore on inspection duty.

A WEALTHY Chinese resident of Kobe, U. Senchong by name, offered on the 23rd ult., through Governor Hatten, to contribute Yen 50,000 toward the War Funds of the Japanese Government.

THE territories of Sarawak and of the British North Borneo Company are officially notified to be countries in which, with the consent of the Government of India, Statute Indian immigrants may be employed.

MR. J. Maclean, the present Agent at Kobe of the Hongkong and Shanghai Bank, is about to return home on leave, and will be succeeded by Mr. MacLennan from Nagasaki. Mr. MacLennan is succeeded by Mr. H. W. Fraser from Hongkong.

SINCE the defeat of the Vladivostok squadron in the Japan Sea war, rates on American flour have ruled as low as between 25 and 30 sen per Yoi. A telegram reached Yokohama the other day from Seattle stating that the rate has been now raised to 25.

THE Bombay mills employ 89,915 hands and produce 2,817,706 cwt. of yarn, representing a consumption of 3,405,599 cwt. of cotton, or 92,734 bales. The total arrivals of cotton in Bombay amounted to 7,530,087 cwt., and 3,107,588 cwt. were exported. There are in Bombay Island 79 mills with a total of 3,534,330 spindles and 24,136 looms, or nearly half the aggregate number of spindles in India, and more than half the total number of looms in the country.

THERE was another well-attended auction of race ponies at the Shanghai Horse Bazaar on the 18th inst., at which the following ponies reached the highest prices:—Belvoir, 11s. 400; Badminton, 340; Redberry, 250; Rhone (with drawn), 235; Polka (withdrawn), 220; Irvine, 210; Montmore, 200; The Snipe, 162; Cinnamon, 150; Geesee, 150; Hemisphere, 150; Conway Castle, 150; Maza (withdrawn), 120; Waddilander, 115; Castaway, 100; and Evening Star, 100.

TRUCK to their reputation for thoroughness, the Nippon Yusen Kaisha have furnished all their captains with diagrams showing the build and structural features of all the vessels that go to make up the heterogeneous Baltic Fleet from the battleship down to the tiny torpedo craft, including storeships and colliers, so that they can be prepared for any emergency. With wireless telegraphy and other means at the command of the Japanese, their merchant marine should be well warned of the approach of the Balticers, but the precautions are necessary in view of the unnecessarily severe treatment several harmless coasters have received at the hands of the valorous Vladivostockers.

M. C. D. News.

At a meeting of creditors held at the Supreme Court on Tuesday, Mr. F. C. Barlow (of Mr. H. K. Holme, solicitor) presiding on behalf of Major Hurly informed the meeting that Mr. G. H. Potts had generously come forward and undertook to pay the creditors \$500 cash down and \$500 a month from 1st August until all claims filed were paid in full.

A YOUNG Chinese loafer was placed before Mr. F. A. Hazeland this morning on the charge of obstructing the tram cars by refusing to move off the line while a car was advancing and ringing the gong. Jacob Hiram Solomon, an inspector of the Electric Tramway Company, said that at 11 a.m. yesterday he was travelling in a car and when near the Gas Works he saw a defendant standing between the rails and facing the car. He was waving his hands, and though the motorman kept the gong sounding the defendant would not get off the lines, so that the car had to be brought up with a jerk. Defendant had nothing to say, and as it was reported that there was a good deal of this sort of obstruction going on, His Worship sentenced the defendant to pay a fine of \$100, or two months' hard labour, and to be exposed for six hours in the stocks.

A CURIOUS, and unfortunately, fatal accident occurred in Des Voeux Road, West, on the 16th inst., whereby a young Chinese boy lost his life. It appears that at the moment when tram cars Nos. 23 and 15 were about meeting, the form going West and the latter going East, a man attempted to cross the lines from south to north, just as the boy made a similar attempt to cross from north to south. What exactly happened at this juncture could not be ascertained with any exactness from any of the bystanders, but from the account of the motorman of car No. 23 the man and boy came in collision, the boy being thrown down on the line, so close to the car that it could not be stopped, and the net catcher in front, failing to act, passed over the boy, who, being thus left on the rails was run over, and so badly crushed that he had to be removed to the Government Civil Hospital, where he subsequently succumbed to his injuries. The man in question disappeared in the crowd.

WE learn with great regret that Mr. Frank S. O'Brien, brother of Edward F. O'Brien, editor of the *Sunday Sun*, accidentally shot and killed himself on the night of the 11th inst. at his home, 277 San Marcelino, Manila. Deceased, together with his brother Edward and Mr. Pat. ten, had finished dinner, and was sitting on the verandah until about 8:15. After some casual conversation Frank excused himself and went into his bedroom. Here he undressed, donned his pajamas and called out a cheerful "good-night" to the boys outside. An instant later, night, and explosion was heard. The other occupants of the house hastened in, and found Frank O'Brien lying on the floor, beside the bed, in a dying condition. A powder-burned hole immediately over the heart was slightly bleeding. He was driven with all speed to the Civil Hospital. On the way there he died. The unfortunate man was unconscious from the moment of the accident until his death. Captain Seavers of the Lunatic Station, who was among the first to reach the house, though believing death to have been accidental, nevertheless made a thorough search of the room for any evidence tending to the contrary. Nothing was found which would indicate that the deed was premeditated. The deceased was in the habit of sleeping with a loaded revolver beneath his pillow, and the theory is that this weapon was in some manner discharged. In letting down his net O'Brien might have dislodged the revolver, allowing it to fall to the floor. Or he may have been examining it, before retiring, when it was accidentally exploded.

CHINA COAST METEOROLOGICAL REGISTER.

May 18th, 1905, a.m.

Bar. Th. Hu. Wind Wv.

Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	29.72	—	E	4
Hakodate	—	29.77	—	E	10
Tokio	—	29.67	—	S	10
Kochi	—	29.64	—	W	10
Nagasaki	—	29.79	—	—	—
Kagoshima	—	29.79	—	—	—
Oshima	—	29.88	—	NW	2
Naha	—	29.89	—	—	—
Ishigakijima	—	29.89	—	—	—
Taihu	5 a.m.	—	—	—	—
Tainan	—	—	—	—	—
Koshun	—	—	—	—	—
Pescadore	—	—	—	—	—
Weihow	9 a.m.	29.97	65	W	2
Guzlaf	—	31.00	62	NE	3
Sharp Peak	—	29.91	76	NE	3
Amoy	5.30 a.m.	29.85	77	SE	1
Swatow	—	29.84	95	W	1
Canton	9 a.m.	29.80	82	W	1
Hongkong	10 a.m.	29.81	82	W	1
Victoria Peak	—	29.89	—	—	—
Cap Rock	—	29.89	—	—	—
Macao	—	29.87	—	SE	1
Haiphong	—	—	—	—	—
Manila	—	—	—	—	—
Bacolod	9 a.m.	—	—	NE	2
Iloilo	—	29.86	87	NE	2
Cebu	—	—	86	N	3
C. St. James	10 a.m.	—	—	—	—

May 19th, 1905, a.m.

Bar. Th. Hu. Wind Wv.

Vladivostok	1 a.m.	—	—	—	—
Nemuro	1 a.m.	—	—	—	—
Hakodate	—	—	—	—	—
Tokio	—	29.83	—	NW	0
Kochi	—	29.91	—	—	—
Nagasaki	—	29.91	—	—	—
Kagoshima	—	29.92	—	—	—
Oshima	—	29.89	—	—	—
Naha	—	29.89	—	—	—
Ishigakijima	—	29.89	—	—	—
Taihu	5 a.m.	—	—	—	—
Tainan	—	—	—	—	—
Koshun	—	—	—	—	—
Pescadore	—	—	—	—	—
Weihow	9 a.m.	29.91	68	NW	3
Guzlaf	—	29.91	73	SE	4
Sharp Peak	—	29.91	73	SE	4
Amoy	5.30 a.m.	29.83	73	SE	3
Swatow	—	29.83	73	SE	3
Canton	9 a.m.	29.88	76	E	1
Hongkong	10 a.m.	29.90	82	W	1
Victoria Peak	—	29.88	—	—	—
Cap Rock	—	29.88	—	—	—
Macao	—	29.87	—	SE	1
Haiphong	—	—	—	—	—
Manila	—	—	—	—	—
Bacolod	9 a.m.	—	—	NE	2
Iloilo	—	29.86	87	NE	2
Cebu	—	—	86	N	3
C. St. James	10 a.m.	—	—	—	—

May 19th, 1905, a.m.

Bar. Th. Hu. Wind Wv.

Vladivostok	1 a.m.	—	—	—	—
Nemuro	1 a.m.	—	—	—	—
Hakodate	—	—	—	—	—
Tokio	—	29.83	—	NW	0
Kochi	—	29.91	—	—	—
Nagasaki	—	29.91	—	—	—
Kagoshima	—	29.92	—	—	—
Oshima	—	29.89	—	—	—
Naha	—	29.89	—	—	—
Ishigakijima	—	29.89	—	—	—
Taihu	5 a.m.	—	—	—	—
Tainan	—	—	—	—	—
Koshun	—	—	—	—	—
Pescadore	—	—	—	—	—
Weihow	9 a.m.	29.91	68	NW	3
Guzlaf	—	29.91	73	SE	4
Sharp Peak	—	29.91	73	SE	4
Amoy	5.30 a.m.	29.83	73	SE	3
Swatow	—	29.83	73	SE	3
Canton	9 a.m.	29.88	76	E	1
Hongkong	10 a.m.	29.90	82	W	1
Victoria Peak	—	29.88	—	—	—
Cap Rock	—	29.88	—	—	—
Macao	—	29.87	—	SE	1
Haiphong	—	—	—	—	—
Manila	—	—	—	—	—
Bacolod	9 a.m.	—	—	NE	2
Iloilo	—	29.86	87	NE	2
Cebu	—	—	86	N	3
C. St. James	10 a.m.	—	—	—	—

May 19th, 1905, a.m.

Bar. Th. Hu. Wind Wv.

Vladivostok	1 a.m.	—	—	—	—
Nemuro	1 a.m.	—	—	—	—
Hakodate	—	—	—	—	—
Tokio	—	29.83	—	NW	0
Kochi	—	29.91	—	—	—
Nagasaki	—	29.91	—	—	—
Kagoshima	—	29.92	—	—	—